

TRACKS



Inter City Railway Society

July 2014



Inter City Railway Society

founded 1973

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Front Cover Photo:

With the virtual quarry mountain and Eastleigh Works in the background, the diversity of loco types, ages (nearly 50 years between the oldest and newest), freight operators and liveries is represented with 6 x GBRF 73s (built 1965-67) 73107 + 73212 'Fiona' + 73119 'Borough of Eastleigh' + 73207 + 73109 + 73201 'Broadlands', Colas 70807 + 70801 (built 2014) and DBS 60045 'The Permanent Way Institution' (built 1991) in the yard alongside Eastleigh Station prior to our Works Visit, Saturday 7th June 2014.

£1.70 where sold separately

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SOCIETY NOTICE BOARD

Editor's Comments:

What a manic 6 weeks, from the AGM and Basford Hall visit, Swanage Gala through to another successful Eastleigh Works visit I have covered 4500 miles, taken over 4000 photos and launched the re-designed website. ICRS is a full time job in my 'retirement' and I'm not even officially retired !!

On top of the above **TRACKS** continues to grow as this month probably sees the biggest number of contributors ever, so thanks to you all. I have certainly had the most photos ever in one month but then it is Gala season which always provides plenty of material to cover. However to fit all the topical current news in this month as well as a report on our Eastleigh Visit means certain articles penned for this month have been shunted back to August including **RAILWAY GLOBETROTTERS** and the first part of India by Ray Smith. However in still a packed issue, as usual, there are always ½ pages to fill and a new occasional series has been launched featuring dedicated **RAILWAY VEHICLES** which should prove interesting to some. As previously requested I still want articles from former / current railwaymen so please get writing those memoirs or give others an insight into current practises.

I meant to announce that I have a SVR Member badge found after the AGM in the Crewe Arms Hotel. If the rightful owner wants to claim it please contact me. Hopefully I can return without postage it at Gresty Bridge otherwise it's a jiffy bag.

If any member is getting rid of their hard copies of **TRACKS**, which I know some do, I am missing a few issues from the last 12 months which ran out due to the number of new members. New members often ask for back issues or existing members to replace those spoilt and I have none spare at all of Jul / Aug / Sep 2013 and only a couple each of Jan / Feb / Mar 2014. If you are able to help out we will pay the postage to return them to me.

Two new franchises have been let, the combined Thameslink, Southern and Great Northern (TSGN) and Caledonian Sleeper. The TSGN has gone to current Southern incumbents Govia and runs for 7 years, the Caledonian Sleeper has been hived off from ScotRail and is to be run by Serco. The latter service is to receive brand new sleepers built by CAF in Spain, due in 2018. Interestingly is the prospect of GBRf operated Cl.92s under the wires south of the border, north of the border could be anything yet.

Good to see that the Weardale Railway is again attempting to run a heritage service using bubblecar 55012. Starting on the 14th June it will run every weekend until 11/12th October and additionally Wed/Thu from 23/24th July through to the end of August. Hopefully it will be well patronised.

Errata: On page 24 I inadvertently credited the 4 Cl.70s at Eastleigh to the wrong member, it should have been Michael Cope.

Membership Matters:

Subscriptions: Annual - £16.00, Five year - £75.00 (saving £5.00 & hedging against future rises)

ICRS Membership gives you:

- a high quality full colour 48 page monthly magazine **TRACKS** - covering all aspects of railways.
- up to 30% discount on all ICRS books (7 currently available).
- occasional members only visits to railway facilities.
- the latest issue of **TRACKS** emailed (on request) 10 days prior to receiving printed version.
- an informative website, with access and indexes to previous issues of the magazine.
- 10% discount on Ian Allan books (direct sales from IA only).

New Members: (* re-joined)

Geoff Appleton (Bedford), Colin Bowen (Gloucester), Robert Fuge (Nottingham), Les Gibbins (Scunthorpe), Ivan Gurdler (Chandler's Ford), Michael Harford (Cleckheaton), Chris Suitters (Abbots Langley), Paul Sumpter (Reading), Alan Taylor (Birmingham), Stuart Wells (Reading) - a warm welcome to you all.

Membership Renewal: When your membership is due for renewal / overdue this will be indicated on the **TRACKS** address carrier sheet with your expiry date. **Therefore please check your address carrier sheet with your copy of TRACKS...before you dispose of it.** The reverse of the carrier

sheet will be printed with a Renewal form, which can be returned or not depending on the method of payment (see below). If no renewal is forthcoming after a second Final Reminder, your membership will be deemed to have lapsed. **Please make sure you complete the Date of Birth section and provide a telephone contact number. If you are ex-directory, don't worry as it will not be revealed to any third parties but it is important that we have a contact number other than by post, which is a costly way to communicate and not covered by the low membership fee.** As a helpful 'reminder', members who have set up a bank standing order will have a note to that effect above your name on the front of the carrier sheet but no renewal form on the reverse. Hopefully then no one will renew twice, as has happened !!

Methods of Payment:

Please note we cannot accept credit card payments over the telephone.

Internet Banking (BACS) / Standing Order: This is the preferred most cost effective, secure and quickest way of paying, for you and the Society and ensures we get the full amount. Bank details will be included on your renewal form.

Cheque or Postal Order: Please make payable to ICRS and return your remittance with the form to: Trevor Roots (Membership Secretary) ICRS Membership Renewal, Mill of Botary, Cairnie, Huntly, Aberdeenshire AB54 4UD

PayPal: Pay by credit card or debit card via PayPal on the website, however this incurs a cost to the Society (currently £0.74 for £16 & £2.75 for £75)

Please provide your first name and a landline telephone number, whether joining or renewing and your email. If you renew in the first week of the month, whilst **TRACKS** is at the printers, you may receive a Renewal / Reminder form but do not worry as the admin process will naturally see things cross in the post. Please also note that cheques are not presented to the bank until the first week of the following month. As well as receiving a new card, renewals will be acknowledged where possible by email.

NB. When using PayPal, please remember to provide your home address and email via the comments box, but **ONLY** if different from the one used ie you may use your partners account or do it from work. Also use the comments box if buying or renewing a subscription for someone else.

Membership Cards: Your membership is valid until the end of month as shown by the first two numbers. For those who joined from mid 2009, the second two numbers are the year. Cards will be sent as soon as practicable following your renewal, separate from **TRACKS** distribution. No card is sent to overseas members.

TRACKS Magazine:

If you so request, the very latest issue of **TRACKS** will be emailed as a pdf when it goes off to the printers so you will get it *'hot off the press'* 10 days before you receive the printed version. That means you have the latest news, some within days of the event occurring. Please email the editor, Trevor Roots at editor@intercityrailwaysociety.org to receive the latest issue by email in addition to the printed version. Similarly the last 11 months are also available anytime by email, but only to members on request.

Submissions:

Articles: Any information / article on any railway related item will be most welcome for inclusion in the magazine. Your visits, travel stories or anecdotes about any part of the railway network, past or present, home or abroad can give pleasure to others or inform of places to visit. This railway hobby of ours is made all that more enjoyable by the sharing of information, knowledge and experiences. Neatly hand written submissions are perfectly acceptable, but ideally a typed document is preferable. Better still, if you have a PC and internet connection then send an email.

Photos: Good quality photographs are always welcome, preferably high res jpeg digital photographs via email (**not compressed please**), but prints are acceptable. Please send an SAE if you wish them returned. Please include full contact details with any submissions, including your first name.

The latest date for articles / info for the **August 2014** issue is **Monday 28th July 2014**
with delivery to members after **Friday 8th August 2014**

Magazine Distribution: **TRACKS** is distributed direct from the printers to members in a clear plastic wrapping with an address carrier sheet (reverse printed with a Renewal / Reminder form if appropriate). If any member fails to receive their copy after one week from the above estimated delivery date then please contact the **editor**.

Magazine Contributors: Thanks to **John Barton, Kevin Bates, Joshua Brown, Andrew Buckley, Ken Bull, Neil Dix, Bob Eastwood, Martin Eden, Martin Evans, Derek Everson, Michael Hayman, James Holloway, Geoff Hope, Gordon Kirkby, Ian McAlpine, James McPhail, Colin Pottle, Mark Richards, Mike Rumens, Norman Smith, Derek Sneddon, David Spencer, John Squire, Graham Stockton, Roger Thomas, Carl Watson, Mike Waudby, Marc Watson, Doug Welch, Gordon Wharrie, Andrew Woodcock & Trevor Roots.** We are sorry if anyone has been missed. All photos by **Trevor Roots** unless shown otherwise.

Website:

The new re-designed website was launched on the 17th May 2014. Login details are no longer required to access previous issues of **TRACKS** (Dec 2006 to date) and new pages have been added listing articles appearing in these issues. However the last 12 months issues (on a rolling basis) are available and can be emailed as pdfs to members on request from the editor (see **Magazine** above). Email Trevor Roots at website@intercityrailwaysociety.org if you have any queries or suggestions.

Flickr Photo Gallery: www.flickr.com/photos/intercity-railway-society/.

We have a photo gallery on **Flickr** and all photos submitted for inclusion in **TRACKS** will then be added to the gallery. Please send all photos to editor@intercityrailwaysociety.org

ICRS Yahoo News Group: We have our own Yahoo News Group, established in March 2004, open to members and non-members alike to post sightings and observations, share comments and debate the current railway scene. To join visit finance.groups.yahoo.com/group/intercityrailwaysociety/ or email Steve Revill at intercityrailwaysociety-subscribe@yahooogroups.com

Publications:

Irish Railways 2014: On page 17, the 4 Car units (22011-22020) the third column should read **22411 – 22420**, not 22431 – 22440.

UK Combine Summer Edition 2014:

Our latest release is planned to be released at the Crewe Gresty Bridge Open Day (see below).

As usual, everything is bang up to date. See rear cover for prices.



FORTHCOMING EVENTS

OPEN DAY NEWS

DRS Crewe Gresty Bridge Open Day, 10.00-16.00, 19th July 2014:

Tickets are priced at £5 per adult, children under 16 are free but must be accompanied by an adult at all times. Tickets can be bought on the gate. The new Cl.68s will be the highlight with at least one on display. We will be there with our sales stand so if you are going please stop and chat to us.

Derby 175th Anniversary Etches Park Open Day, September 2014 ?:

Still nothing to report and no answer to an email to the organisers of the 175th events.

MEMBERS ONLY VISIT

DRS Crewe Gresty Bridge, 10.00-11.00, 18th October 2014:

We have secured another visit around Gresty Bridge for members only, but limited to just 20 places. The cost will be £10 **but please do not book yet, details to be finalised.**

EASTLEIGH WORKS REPORT

by **Carl Watson**
for the period up to 30th June 2014

Due to heavy work commitments and compiling the Summer Edition of the Combine I have not had time to put together a written report however the photos below detail some of the activity during June following our successful Members Only Visit and show ongoing work to locos featured in the Visit Report.



73207 t&t 73201 arrived from Southampton Docks on the 19th with repatriated KFAs 83.70.4574.003-7/006-0/007-8/014-6/015-1/017-7



ex-Cl.508 translators were named on the 21st June 2014 and are seen above on the 23rd June
left 64664 'James D.Rowlands', right 64707 'Sir David Rowlands',



08790 'Steve Purser',
 18th June 2014



locos for the paintshop: 66713 awaiting, 59002 in progress

photos by Carl Watson

EASTLEIGH WORKS VISIT

by Trevor Roots

Thankfully the promised dodgy weather, including thunderstorms passed over in the morning of Saturday 7th June leaving our 2014 members only visit to Eastleigh Works bathed in glorious sunshine which got better and hotter (so my head told me) as the day went on. By 13.30, 100 members had passed through registration once the safety briefing was over they were let loose with virtually access to the entire Works site. Apologies again to anyone who wanted to catch me, but as you saw it was busy and I missed several members I wanted to talk to and put a face to the email / phone call.



can you see yourself ?

There were 189 items of rolling stock on site representing almost every type, locos (shunter, mainline & industrial), DMUs, EMUs, coaches, wagons, track machines & underground cars from mainline and preserved companies.



ready, steady, off !



50031 (50001 'Dreadnought' / 50011 'Centurion'), DBSO 9710, 57310, 66745 'Modern Railways The first 50 years' & 66719 'METRO-LAND'

Amazingly like last year, though not as bad, I still managed to miss a few items tucked away in a shed next to the Fareham line, DR 98305 + 98306 and DBSO 9709, I know I wasn't the only one to miss these. There was however one item, CI.508 64723 which was locked away at the bottom of the site along with several LU 1967 cars.



08947 'HOWIE / Margaret' + 900922 + 993345 with coaches from 450027 behind

This year the cab rides started immediately with 08957 hauling weltrol 900929 (resident) + dogfish 993345 (from the Mid Hants Railway) and 01508.



59002 'ALAN J.DAY'



47810 'Peter Bath MBE 1927-2006'

The Works contained various items preserved traction and track machines as seen below.



left
preserved EMU
Cl.411 4CEP
driving cars
61230 + 61229
(set 1705)
from the
East Kent Railway
in for back dating



right
Bulleid 4-6-2 35005
'Canadian Pacific'
was still being
gradually worked on
by a small team
from the
Mid Hants Railway



left
MPVs
DR 98924 + 98974
and
DR 98977 + 98927



Fulfilling its role as major wagon repair facility, there were numerous wagons scattered around the site either awaiting or under repair and stored.



having been converted to translator vehicles, CI 508 cars from 508207, 64664 & 64707 sandwich two other CI.508 cars 64667 (508208) + 64680 (508211)



73006 + E6005 under repair



08947, 01508 & 07007

Stock List:

Locos: (17) **Active:** 01508 (428), 07007, 08947 323 539-7, 57310

Repair: 57003/301/303, E6005/73006, 70803 **Repaint:** 47810, 59002, 66719

Preserved / Stored: 50031/135, 35005 'Canadian Pacific'

Coaches: (11) Mk1s: 1657, 975875/977087 (translators) MK2s: 1207, 1221, 9419/28, DBSOs 9704/09/10, DM 45029

EMUs:

Repair: DMUS: 51933/54504, EMUS: 61129 /30 (1705), 455802, 450027/33/36

Stored: GLVs: 68501/504/505

EMUS: 64723 (508203), 64664/64707 (508207), 64667 (508208), 64680/64723 (508211)

Preserved: 76818 (1399)

Wagons: (85)

Stored: (18) FSA 608117/118

IWA 33.80.2693.002-8/019/2/022-6/033-3/040-8 IGA 33.80.4647.030-2

IMA 83.70.2795.301-2/304-6/306-1/309-5/312-9/313-7/329-3/331-9/333-5/336-8

Repair: (62) DLR: open 998 KFA 93396/404/483 KXA 96901/906,

IVA 23.80.2398.620-7 IGA 33.80.4647.000-5/030-2 IPA 23.87.4375.004-0, 23.87.4384.001-5

FTA 607021/036/039/050/065/115 FEA 640127/128/161/162/165/166/177/178

203/204/277/278/295/296/377/378/407/408/419/420/425/426/467/468, 641006/012/024/032/051/061

FSA 608005/036/037/039/115/116/219/220/319/322/351/359/409/510/511/518

Internal: Weltrol 900922/29 TDA 78238/252

Track Machines:

Active: MPVs: DR 98914 + 98964, 98922 + 98972, 98924 + 98974, 98927 + 98977

Stored: MPVs: DR 98305 + 98306, Rail Grinder: DR 79265 Stoneblowers: DR 80202/03/07/12 999800 'Richard Spoor's' /801

LUL: (42)

Stored: 1967/72 Stock: 3003/005/049/058/076/078/082/084/085/086/103/105/141/149/158/176/178/182/184/185, 4003/005/049/058/076/078/079/082/084/085/086/103/105/141/149/158/176/178/179/182/184/185

All in all a great event, well organised by Carl and Louise and supported by the staff at Arlington Fleet Services, to whom thanks must be given for allowing us the opportunity. Thanks to those of you who wrote, emailed, phoned or texted to express their appreciation and we hope once again to be able to repeat this event again in the future.



as the day ended with blue skies, here is a fitting picture of 66719 'METRO-LAND' to end

PRESERVATION GALAS

Dean Forest Railway Mixed Traffic Gala 22nd Jun 2014 by James Holloway:

I hired a coach for a visit to the Dean Forest Railway (DFR) for members of the Solihull Model Railway Circle. We started our visit at Norchard, which is about half way along the line about 2 miles north of Lydney. Norchard is the main centre of the railway with museum, shop, catering and workshops.



The train services were provided by recently restored GWR 2-6-2T 5541, Hunslet 0-6-0ST [3806] 'Wilbert', Class 08 D3937 (08769), Class 73 Bo-Bo 73001 and Class 108 DMU 50619+56492. The locomotives all hauled BR Mk 1 coaches with one train having an observation saloon.



56492+50619 & 51566+59387+51914,
low level platform, Norchard



[3806] 'Wilbert', Lydney Junction

Inside Norchard's workshop D9521 was being painted and with sister D9555 stabled in the yard along with GWR 0-6-0PT 9681, awaiting overhaul, and Class 108 DMU 51914+59387+51566. The staff were helpful and friendly and allowed us to look around the workshop.

Arriving at Lydney Junction 08238, D7633, 27066, 31466 and 73002 were seen under or awaiting restoration. I made two round trips and found a nice pub at Parkend for lunch.

West Somerset Rly Mixed Traction Gala, 6-8th Jun 2014 by Andrew Buckley:

The West Somerset Railway (WSR) 'Diesels in the South West' Mixed Traction gala took place over the weekend of Friday 6th – Sunday 8th June 2014 and featured Hydraulic diesels.

I attended the event on the Friday and Saturday and was thoroughly looking forward to the opportunity to see classes of locomotives that were all but withdrawn by the time I first started getting interested in the railway. In fact, I had never seen either a 'Hymek' or a 'Warship' apart from at Swindon as a static exhibit. Previous 'Western' action was limited to railtours only and latterly to Gala Weekend performances on the 'Southern' at Swanage Railway. So the opportunity to experience GW locos on the GW was one not to be missed.

In traffic were two 'Westerns', resident D1010 '*Western Campaigner*' and D1015 '*Western Champion*' which is mainline certified and nominally based at the Severn Valley Railway; two 'Warships', D821 '*Greyhound*' and D832 '*Onslaught*', the latter owned by the Bury Hydraulic Group but based at the WSR for the past few years and home 'Hymeks' D7017 in operation and D7018 on display at Williton. The latter is moving closer to the completion of its long term restoration project. The class 14 'Teddy Bear' D9526 and resident DMU set (Class 115/117 hybrid 3 car unit) would also see action and 'Thunderbird' support in the form of class 47 D1661 '*North Star*' was on hand at Williton stabled by the DEPG depot. Also in operation was Prairie tank 4160 which worked two return diagrams and, at Minehead, Barclay 0-4-0DH shunter 578 and class 03 D2133 who would both see action on the 'Driver for a Fiver' experience in and around the station (see photo below taken on the 6th June).



I arrived on the Friday in time for the 09.55 departure from Bishops Lydeard behind D1010 and having consulted the timetable for the day I worked out moves that would allow for haulage by all the locomotives in operation by the time I arrived at Minehead in the mid afternoon. Passing connections were possible at Crowcombe and Heathfield, beautifully situated in a shallow gladed cutting, Williton, where the DEPG Workshop is and Blue Anchor where the line turns north west to run parallel to the coastline on the final approach to Minehead. Layovers at each of these stations averaged around an hour but afforded time to have a look round which I duly did at Williton to take in the DEPG Workshop and the excellent photographic exhibition and history of the locomotives and classes it owns and witness firsthand the ongoing restoration work on D7018.

Minehead, the headquarters of the WSR was a hive of activity with locos idling on shed or stabled around the turntable and moving past the level crossing to the south of the station before taking

charge of upcoming departures for Bishops Lydeard. Top and tail and single and double headed workings were diagrammed and included Warship/Western and Warship/Warship double headed and Warship/Teddy Bear and Western/Teddy Bear t&t combinations. Indeed Sunday's timetable showed a double headed Western diagram.



D7017 Minehead, 7th June 2014



D9526 Minehead, 6th June 2014



D832 + D821 Williton, 7th June 2014

Over the two days I managed seventeen different moves navigating the line from north to south. It is difficult to pick out specific highlights as the weekend was uniformly excellent but the Hymek was a real surprise with a fantastic deep throaty rumble of an engine tune. That said, the move I most enjoyed was behind D1010 with D9526 providing assistance in the formation as far as Williton, working the 15.45 Minehead – Bishops Lydeard. In the furthest coach of six from the Western and leaning out of the window in the afternoon sunshine listening to the strains of the 'Maybach music' I could completely understand why the Class 52's were so admired.



D1015 Minehead, 6th June 2014

photos by Andrew Buckley

Bo'ness & Kinneil Railway Mixed Traction Gala by Derek Sneddon:

The Bo'ness and Kinneil Railway held a Mixed Traction Gala over the weekend of 31st May and 1st June 2014. The weather was nice, sunny and dry. Visiting Deltic 55022 joined the home fleet. With my friend Peter we also visited the Scottish Railway Preservation Society's (SRPS) museum as you can get a annual ticket costing £5 for the Museum of Scottish Railways. The station pilot was 1937 built Andrew Barclay 0-4-0ST steam loco No.6 [2043].



Keighley and Worth Valley Diesel Gala, 7-8th Jun 2014 by Andy Woodcock:

With two events running concurrently, I decided to take in the Keighley & Worth Valley Railway Diesel Gala and an Open Day at the Keighley Bus Museum on the 8th June. As I had a free day and the weather was set fair, I joined a work colleague who was taking a Yorkshire Tiger Scania D/D bus to the depot open day. There was a frequent free bus service between the depot and Ingrow station.

Visiting locos were D5217 (Battlefield Line), D5830 (Great Central Railway) and 33035 Ecclesbourne Valley Railway). Home locos were 20031, 25059 and newly repainted 37075. The resident shunters were very much in evidence. At Haworth D2511 was in the middle of the yard and 23 [D761] stored behind the DMUs, at Ingrow were R&H 'James' and 08266. Employed on the Ingrow-Keighley shuttles were D0226 and 32 [2699] 'Huskinson' fresh from overhaul and with a shining new paint job.

Co-operation between the two groups meant it was possible to have a good day out both bus and train wise.



D5217 Ingrow,
24th June 2014 (Martin Evans)

Didcot Railway Centre Diesel Gala, 24-26th May 2014 by Gordon Wharrie:

My visit to the DRC Gala was on the final day of the 3 day event, the 26th May, travelling down by train from Moreton-in-Marsh I arrived at Didcot at 11.51. As it was a wet day my first thought was something hot to eat, and in the Refreshment Rooms just the thing, diced beef with dumpling and chips. On the way to eat I took some photos through the light rain, D9516, D6700 hauling two GWR coaches on the demo track, then 47292, 08604 'Phantom' with EWS 08879 plus 18000. The last three locos were on tracks close to the refreshment rooms.

On page 2 of the leaflet, given out with the admission ticket, was an invitation not to miss the **Thames Valley Signalling Centre** (off the DRC site). I made the second tour at 13.00. To get to the centre one left the heritage site through to the Network rail station turned right and went across the car park. Our guide was Danny Scroggins, an employee at the centre. From reception we were taken upstairs straight to the Paddington screen and the process and display screen was explained to us. Various positions were described to us as we progressed round the centre. One had a horizontal display of the south running Newbury lines, above an East West section. After leaving the tour, at the point where the teaching classroom area was reached, I returned to the DRC where I had ride in GWR coaches behind two diesel locos, then took a look in 41001 before returning to the main station to catch my train home.

Yeovil Railway Centre, 31st May – 1st Jun 2014 by Andrew Buckley:

Yeovil Railway Centre (YRC) based alongside Yeovil Junction station held a 20th Anniversary weekend over the 31st May and 1st June. Resident restoration project D400 (50050) was on display and visiting DCR 56303 was used to run trips on the short line from the shed to the small halt of Sutton Bingham. Resident steam locos, 44 [400007] JF 0-4-0DM 'Cockney Rebel' and 125 [1398] 0-4-OST 'Lord Fisher' were also used to haul trips.



56303 departing Sutton Bingham passes static D400 (50050), 1st June 2014



In association with the event UK Railtours ran to Yeovil Jnt with SWT 159004 + 159020 on the Saturday and on the Sunday Stanier Black 5 4-6-0 44932 arrived at 15.28 on the 1Z89 Cathedrals Express 09.34 London Victoria - Yeovil Jnt with 33207 'Jim Martin' on the rear (see photo left with 56303 to the right).

photos by Andrew Buckley

Cab visits and engine room tours were being allowed on D400 (50050) on static display (see photo below).



TRAFFIC & TRACTION NEWS

by John Barton & Trevor Roots

May 29

DVT82111 + 9516 + 72616 + 67027 on test train 5Z68 Northampton - Derby RCT passed through Nuneaton at 14.23.

May 30

66422 was seen stabled in the carriage sidings south of St James Bridge, Doncaster whilst 20309 + 20302 were stabled north of the station (see photos below).



66057 adorned with graffiti (see photo at end) further embarrassed itself by coming off the rails north of Doncaster station at 11.40. In the photo below the leading bogie is completely off the rails. Seen at 12.15 it was 'blocking' a northbound HST from leaving platform 8.



70808 on hire to FL was seen at 08.15 on 4O18 Lawley St - Southampton Freightliner viewed from the car park at Southampton Airport Parkway (photo opposite top by Norman Smith).



56078 was seen dumped at Newton Abbot at 13.30 having failed on the 27th on 09.56 Teigngrace - Chirk. Loading of the train was delayed, departing some 2h59 minutes late, with 56113 alone powering the service (photo below by Kevin Bates).



May 31

66027 was seen backing the infrequent 10.55 SO Briggs Sidings Steetley Colliery - Northenden Blue Circle stone terminal into its destination at 13.16 (photo below by John Squire).



June 1

66106 on Langley - Mountsorrel empty self discharge train passed Cossington at 19.05.

June 2

60087 + 96608 + 96609 + 86701 passed through Nuneaton on a Barrow Hill - Rugby move prior to its use a couple of nights later for a TNT trial (see **FREIGHT MATTERS**)

70804 + 70805 + 70808 passed through Nuneaton on 6M50 Westbury – Bescot departmental train.

60063 on the Colnbrook - Lindsey empty bogie tanks through Cossington at 18.34.

66724 on Toton - Whitemoor departmental passed Cossington at 18.33 with a rake of container flats plus a JNA on the rear.

20096 + 20107 t&t 20314 + 20901 passed through Dorridge with LU 'S' stock at 20.06 (photo below by James Holloway, see also **LIVERIES**).



June 3

66747 passed through Platform 6 at Peterborough heading for March at 23.10.

66718 was seen at Peterborough at 23.02 awaiting a path back to Toton with 6L15.

70810 was seen at Bescot arriving light engine at 13.09 on its first trip on UK rails before working its first revenue earning service 6Z70 to Long Marston at 15.05.

66147 came off the rails in Eastleigh virtual quarry and is seen below being re-railed at 14.52 (photo below by Carl Watson).



June 4

350371-373 were seen at Northampton (see **NEW STOCK**).

67008 + 72616 + 9516 + DVT82111 were seen at 13.13 at Northampton awaiting departure back to Derby (photo below by James Holloway). Note the temporary footbridge and lifts whilst the station is re-built at the southern end.



66139 appeared at Rugby at 14.32 hauling royal coaches 2916 + 2923 + 2917 + 2915 + 2920, passing 86701 in Colas siding at the end of a rake of motor rail vans (see photo at end).

37423 passed through Worcester Shrub Hill at 13.43 pushing 975025 'Caroline' to Reading.

D1015 passed through Bridgwater at 13.23 with 0Z52 Washwood Heath - Bishop Lydeard.

70804 + 56078 passed through Nuneaton on 6M50 Westbury – Bescot engineers.



60087 t&t 47727 plus two ex-motorail coaches 96608 + 96609 were used for a TNT parcels trial at Euston having originated from Rugby.

June 5

47237 + 47245 on the Carlisle - Radlett Steam Dreams charter passed Syston at 22.46.

66542 headed north at 21.14 with 4E50 Felixstowe - Leeds working.

DR 75405 on Leicester - Legrave was seen passing the Weetabix factory at Isham at 12.03 (photo opposite top by Colin Pottle).



31105 t&t 9702 on Derby RTC - Eastleigh
Alstom was seen at Isham at 12.19 (photo below
by Colin Pottle).



975025 + 37423 + 47501 on Willesden Brent -
Derby RTC was seen at Isham at 12.25 (photo
below by Colin Pottle).



June 6

86614 + 86638 with 4L81 from Coatbridge -
London Gateway passed Fiddlers Gill at 19.58.
DR75405 working from Bedford Engineering
Sidings - Scunthorpe passed Cossington at
19.01.

June 7

70015 on Garston - Southampton was seen
passing Eastleigh at 12.18 (photo opposite top
by Roger Thomas).



June 8

66739 passed Long Eaton Town Crossing at
17.23 with a Peterborough -Toton working.
47501 was seen passing Deighton at 15.53.
66426 with 4M82 from Coatbridge - Daventry
passed through a sunny Fiddlers Gill at 16.24.

June 9

66152 passed Long Eaton Town Crossing at
23.33 with Margam - Hartlepool working.
66156 with the Ely - Peak Forest empty bogie
hoppers passed Melton Mowbray at 18.58.
121020 arrived at Aylesbury at 18.16 after
working 2A57 from Princes Risborough.
Repainted 168214 departed Aylesbury at 18.18
on 2H79 to Marylebone via Princes Risborough.

June 10

67027 departed Peterborough towards Stamford
at 21.36.
37667 t&t 37604 on 1Q14 Nuneaton - Derby
RTC passed Walsall after its run up the Chase
line at 20.25
70808 passed Southampton Central at 18.49 on
Westbury - Eastleigh working.

June 11

70810 was seen waiting to depart from Eastleigh
virtual quarry with 6Z31 to Westbury at 20.13
(see **NEW STOCK**).
37602 + 37603 working 6M95 1635 Dungeness
- Crewe nuclear flask train passed Cheeseman's
Green in south Ashford at 17.30 (photo below by
Joshua Brown).



47727 moved 13 VTG TEA tanks 88081-88093 from storage, all in black livery, on 6Z56 Long Marston - Grangemouth.

92037 + 92015 passed Paddock wood slowly at 20.33 working 4D63 Wembley - Dollands Moor Sidings.

66747 headed south through Blackhall Colliery at 18.46 on a Tyne Dock - Drax PS loaded biomass working.

June 12

57004 on a Willesden – Crewe freight working stormed through Harrow and Wealdstone at 20.40.

92032 passed Harrow and Wealdstone at 20.40 working Garston - Dagenham cars.

66131 was seen on St. Blazey Depot (photo below by Derek Everson).



June 13

67014 working on 5Z61 Eastleigh TRSMD - Southall via Reading passed Basingstoke at 22.04.

37423 + 37402 t&t 37604 pass the recently decommissioned Poole signal box at 16.58 on the return leg of the 1Z37 Stafford - Swanage excursion (photo below by Andrew Buckley).



June 14

37516 + 37685 headed northbound over the Forth Bridge at 14.05 on the Royal Scotsman.

66118 + 66107 + 66187 + 66115 were stabled on Hinksey yard, all split onto separate trains after working OW21 Didcot - Hinksey earlier.

43064 t&t 43089 passed through Eastleigh on 1Z43 Sheffield - Swanage East Midland Trains Staff Trip, The Swanage Samaritan at 10.45 with SWT branding (photo opposite top by Norman Smith).



37611 + 37606 + 92721 + 550049 on 6K73 Sellafield - Crewe Coal Sidings was re-routed through Crewe station at 14.30 on the bi-directional middle line between platforms 11 and 12 (photo below by Neil Dix).



66201 was seen heading south through platform 5a on 4L45 Wakefield Europort - Felixstowe intermodal at 13.07, as seen from new platform 6 (photo below by Martin Evans).



92003 Daventry - Mossend was seen passing Sytch Lane near Stafford at 08.11 (photo below by Roger Thomas).



June 15

The southbound Edinburgh portion of the Lowland Sleeper was cancelled ex-Edinburgh this evening, due to the wires being down near Carstairs. Alternative transport was arranged to convey passengers from Edinburgh and Motherwell to Glasgow Central to connect with the Caledonian Sleeper from Glasgow Central. 150120 + 150122 worked the branch today between St Erth and St Ives. 70014 was seen in Southampton Freightliner Terminal at 06.15 on 4059 from Wentloog (photo below by Norman Smith).



June 16

66150 passed through Dagenham dock at 20.30 after a crew change in Ripple lane. 70016 passed Reading West at 19.20 heading north. 50007 + D8059 + D306 + 37219 passed through Nuneaton at 15.25 on Sheringham (NNR) – Washwood Heath returning locos from Gala (see photo at end & **LIVERIES**).

June 17

86628 + 86609 on Ditton - Felixstowe passed Sytch Lane near Stafford at 15.46. 67006 was seen passing through Greenford South Junction at 16.52 working 6A49 Bicester - Didcot MOD train formed of just one wagon. 56301 t&t 56311 passed through Eastleigh at 06.00 with the RailVac train (photo below by Norman Smith).



66848 + 66849 passed through Bristol parkway at 20.39 on a Long Marston - Westbury light engine move. 47727 + 60087 on Crewe TDM - Washwood Heath passed Sytch Lane near Stafford at 12.03 (photo below by Roger Thomas).



June 18

56311 t&t 56301 on 6Z41 Strawberry Hill to Totton Yard with the RailVac train passed through Eastleigh at 06.00. 86637+ 86614 passed through Carnforth at 18.23 on 4M74 Coatbridge -Basford Hall liner. 70805 was seen passing Bescot at 19.13 on a rake of point carriers on the way to Westbury. 08410 was seen on Long Rock Depot, Penzance (photo below by Derek Everson).



June 19

37606 + 37611 was seen departing Wigton after a signal stop with 6M22 Hunterston - Sellafeld nuclear flask move (see photo at end). 66715 passed Barnetby at 20.58 working 6V01 20.38 Lindsey - Cardiff Docks. 66133 passed through Lawrence Hill at 20.45 with scrap wagons full to the brim after waiting for over an hour at Bristol Temple Meads. 66522 passed through Walsall at 15.20 with 7G22 Washwood Heath - Bescot sleeper train.

June 20

70801 passed Lolham at 20.48 working 6C63 Whitmoor - Stow Park. 90034 on London Euston - Birmingham New St. was seen at Coventry at 20.16.

June 21

66135 returned back through Reading west at 22.59 on the wrong line off Reading West Junction through platform 2 and crossed over onto Southcote Junction.

Southern liveried 377214 + 377208 arrived at Bedford station at 19.56 on a Selhurst - Cauldwell walk move.

June 22

66561 passed Long Eaton Town Crossing at 22.50 with a Bedford-Toton short ballast working.

57307 + 221144 passed Water Orton at 18.08 heading for Central Rivers.

June 23

377703 arrived at Bletchley at 17.25 with 2M93 16.07 South Croydon - Milton Keynes Central, the first 5 car 377/7 diagram. It then formed 2O63 18.13 Milton Keynes Central - Selhurst (see **NEW STOCK**).

The first working of a 5 car 377/7 occurred today on a West London Line service.

57314 t&t 57315 on the Saltburn Clansman were seen taking to the loop line after passing through Keith at 11.05 to await the passage of Inverness bound ScotRail 158736 (see photo below). Originating from Saltburn the three day charter was a return trip to Inverness using WCR Mk2 Pullman coaches.



56302 passed Water Orton at 06.48 heading for Boston.

66056 on a Dollands Moor - Margam working passed through Ashford at 02.40.

66616 t&t 66561 headed north through Bedford at 20.32 with a Bedford South Junction - Toton North Yard engineers train.

June 24

97301 + 73138 arrived into Hooton at 22.00, 73138 departed back to Chester at 22.09

66559 + 57010 + 57002 + DR76703 + DR92294 + 2 others passed through platform 3 at Walsall at 16.13 (photo opposite top by Mike Rumens).



56078 + D8059 passed through Walsall at 15.45 on Washwood Heath - Kidderminster (SVR) (photo below by Mike Rumens).



June 25

507015 + 507002 were ready to depart Rock Ferry at 20.50 on 5D45 to Kirkdale Depot.

67024 was seen shunting an engineer's train in Eastleigh Yard at 15.18 destined for Hoo Jct (photo below by Norman Smith).



70003 + 86604 + 86622 was seen approaching Carlisle on Crewe - Coatbridge freightliner at 10.28 after which 70003 was detached and the 2 x 86s left at 10.41 (photo below by Doug Welch).



20227 + 20905 t&t 20118 + 20132 through Knightcote, near Fenny Compton at 20.59 on 7X09 Derby – Amersham.

66430 + 66305 was seen pausing for a crew change at Carlisle on Mossend - Daventry intermodal at 20.36 (photo below by Gordon Kirkby).



June 26

47580 departed Preston heading North at 19.47. 60039 on 6E46 Kingsbury - Lindsey passed through North Staffs Junction at 06.44.

56087 on 6E07 Washwood Heath - Boston Docks passed through Attenborough at 08.15.

37402 + 37608 + two PFA wagons passed through Eastleigh at 08.10 on 6Z70 Willesden Brent Yard - Eastleigh LNR Depot Wagon move (photo below by Norman Smith).



June 30

37516 + 37685 were the Royal Scotsman locos as seen arriving at Keith at 20.30 for the overnight stop.

50007 + D8059 + D306. Nuneaton 16th June 2014 (Mike Rumens)



37606 + 37611 Wiaton. 19th June 2014 (Marc Watson)





are DBS trying to match GBRf....not quite
a new official livery !! 66057 Doncaster 30th May 2014



66139 + royal coaches & 86701 + 96608, Rugby 4th June 2014 (James Holloway)

NEW STOCK - I



left
NR DVT 82111
Northampton,
4th June 2014 (James
Holloway)
note the temporary
footbridge and lifts

below
yet to be released
458532
Wabtec, Doncaster,
30th May 2014



OUT & ABOUT

by James Holloway

*For clarity, steam locos are now shown in red. To be more helpful for those interested in where stock was exactly, can I ask all contributors who list trip sightings over long distances, to please add all locations when submitting to James. Please also ensure your sightings reach James before the press deadline (see **SOCIETY NOTICE BOARD**...ed*

Dave Spencer:

24th May:

Brighton 14.01-16.03:

Coastway West 313201/207/213, 377159/443/458
377459/468/474

Coastway East 171725/728, 313205/211/217/219
377153/446

Mainline 319218/360/377/429/435/443/444/456
319459/471/475, 377107/118/136/148/427/457
377467/472/477/504/509/510/512/514-516/523
377602/616/620

James McPhail:

11th June:

Carlisle 08.00-21.00:

37606/611, 47727, 57012/304, 66001/101/105/126
66161/305/428/433/506/508/510/512/516/559/563
66847, 86607/610/612/613, 92002/39/41, 142003
142018/25/67/92, 153301/16/17/24, 156431/432
156443/448/449/451/454/463/480/481/484/502
156505, 158790/793/795/853/906/907, 185110
221102/03/07/09/12/13/16, 325005/08/11/16
350402-409, 390001/006/008/010/011/013/039
390042-045/107/117/124/128/130-132/136/144
390148/151/154

Ken Bull:

12th June:

Elford Loop, north of Tamworth 11.30-17.15:

66009+66041 4D44 Bescot-Toton
60039 6M57 Lindsey-Kingsbury
60010 6Z65 Earles Sidings-Walsall
66021 6X01 Scunthorpe-Eastleigh
66554 4E82 Rugeley-Doncaster Decoy
66142 6E41 Westerleigh-Lindsey
60063 6E08 Wolverhampton-Immingham
56078/302 6E07 Washwood Heath-Boston
70013 4O55 Leeds-Southampton
60063 6E59 Kingsbury-Lindsey

Michael Hayman:

23rd May:

Paddington: 66744

Old Oak Common: 57307

Acton:

47853, 59005/205, 66118/119/549/571

28th May:

Paddington: 66744

Old Oak Common: 57305

Willesden:

37402/405, 57302, 59005, 66109/405/523/542
66701/846, 92030

Kensington Olympia:

20304, 37402/405/612, 66052/067, 92041

29th May:

Kensington Olympia: 5MT 44932, 47247, 66082

2nd June:

King's Cross: 43307, 67015, 91103/06/08/18/19

Finsbury Park: 08571, 66715

Peterborough:

43277/295/300/305-307/312/314/320/367, 66006

66067/082/161/717/730, 91102/112/117/132

Grantham: 45699, 46115, 48151

91104/19/26/29

5th June:

Euston: 57309

Paddington: 57305/602

King's Cross:

43251/313/320/423/468, 67015/29, 91115/19/21

91125/28

Peterborough:

43208/272/306/309/467, 66194/701/740

Norwich: 66732, 90008/21

Ipswich:

66094/416/502/543/567, 70009, 86614/638

90003/07/14

Finsbury Park: 66727/737

13th June:

Euston: 57308/309

Wembley: 66743, 67017/18/20/29

Tamworth: 66519

Crewe: 47832/853, 73213, 92032/38

Carlisle:

37605, 47501/727/802/828, 57003/010, 66035/103

66126/140/423/428/612, 92041

Polmadie: 90019/20/28/29

19th June:

Victoria: 44932, 33207, 66138, 73138/213

Clapham Junction: 66732

Euston: 37602/605, 57302/309

James Holloway:

2nd June:

Dorridge 19.10-21.10:

20096/107/314/901, 66232/515, 67010/17/18

70802/804

3rd June:

Bescot 12.18-13.34/14.52-16.00:

08580/709/907, 66047/051/055/124/155/160/548

66618/623/847, 70804/805/808/810, 153364/71

170503/504/510/515, 323210/220, 350111/251

4th June:

Northampton 11.35-13.55:

66303, 67008+72616+9516+82111, 350371-373

Rugby 14.15-14.47:

47727, 86701, 90041/47, 377703/704 on test,
66139 + Royal stock 2916+2923+2917+2915+2920

5th June:**Nuneaton 12.22-14.41:**

66039/067/132/305/517/532/618, 67008, 70001
70809, 90028/41/47, 92037, DVT 82111

16th June:**Water Orton 12.34-15.35:**

60059, 66039/126/133/134/188/551/593, 170103
170106/107/109/111-116/398/519/520/522/523
170636/639, DR73948

26th June:**Nuneaton 13.00-14.15:**

47501, 66075/093/201/541, 90044, 153366
170106/112/518/523/637, 350109/112/115
DR80215 /98008

Mike Rumens:**27th May:****Nuneaton 14.03-14.30:**

70802, 92037, 153334, 170108, 221102, 390002
390011/122/137/156, DR73947

28th May:**Nuneaton 13.59-14.45/1806-18.55:**

66558/590/740, 70802/808, 92037, 153366
170107/108/638, 221102/11, 325005, 350106/114
350127, 390001/008/010/045/103/130/1321/34
390136/141/156

29th May:**Nuneaton 13.54-15.20:**

66185/574/725/732, 70627, 70802, 86606, 92037
153334, 170104/117/637, 221108, 350109/119
350120, 390009/039/115/135/137/152/156
DVT 82111

30th May:**Nuneaton:**

66416, 90044, 170106/518, 350101/116, 390044
DR73110

Rugeley: 170511, 221104, 390114, DR73110

Tamworth:

350104/236

Stafford 14.40-17.56:

66428/514/547/558/614/623/712/743/847, 70014
86610/614, 90043, 92019, 220001/09/12/26/27/30
220034, 221101/03/04/07/09/10/13/15/16/22/25/41
221142, 350101/104/106/107/114/116/119/123
350125-127/235/238/256/267, 390005/006/011
390020/040/043/046/047/049/050/114/115/124
390125/129/132/134/138/148

2nd June:**Nuneaton 14.03-14.32/16.10-17.25:**

60087, 66112/588/591/592/723/740/743/745/847
70007/802/804, 86604/607/628/638/701, 90041
90043/46, 153364, 170117/637/639, 350105/107
350108, 390009/040/046/049/125/126/129/130
390136/153/154, cs 96608/9

3rd June:**Nuneaton 13.52-14.50:**

66095/107, 70804/805/808, 86627/632, 153365
170106/107/116, 221105/07, 390008/042/043/045
390131/137/152, DR73110

4th June:**Nuneaton 13.55-14.30:**

56078, 66139, 67008, 70804, 153365, 221106
350103, 390020/104/138/152, DR73110
DVT 82111

5th June:

Nuneaton: 350126

Lichfield: 350110

Rugeley: 153356, 170503

Stoke on Trent: 220008

Kids Grove: 350112

Crewe 14.26-16.45:

37308, 47848, 56105, 67008, 66024, 90016
92031, DVT 82111, 153303/74/76, 175005-007
175102/111/115, 221101-03/05/08-10/13/14/16/18
221142, 323229/31/35/38, 350103/109/117/122
350123/130/232/245/250/368, 390006/009/011
390049/112/122/130/132/136/148/153/157

Stafford 17.14-17.55:

20304, 57002, 66039/593/724, 90046, 221111/19
221142, 350109/261, 390002/020/114

6th June:**Birmingham New Street:**

43301, 153366, 158828, 170107/397/516, 220002
220016/28, 221122/38, 350109/111/122/125/128
323213/15/17/20, 390002/009/047/154

7th June:

Long Marston: DR98014+98013+97305+97310

9th June:**Nuneaton 13.55-14.35:**

59204, 66063/848/849, 70015, 92038, 153371
170107, 350129, DR73947/78213/80213

10th June:**Nuneaton 18.05-19.05:**

66303/501/954, 70015, 92038, 153365,
170102/520
221108/11/13, 350110/116/124, 390001/006/046
390050/115/121/123/129

Graham Stockton:**31st May:****Wellingborough 14.55:**

66956 + wagons 27101-08/10-17/19-22

Bob Eastwood:**28th May:****Middlesbrough:**

142065/67/68/71/78/84/88/93, 156444, 185118/34
Tees Yard: 08500/711

York:

20305/308, D6700, 55002, 66427/504/593, 185110
DR79201

Neville Hill: 08908, 150206, 153330, 333004

Leeds: 142017/79/86, 150215, 158753/844, 221137

Huddersfield: 144009, 150277, 185129

Stalybridge: 156455

Ardwick: 156421, 350402

Manchester Piccadilly:

142001/44/63, 158819, 185118/47/50, 390043/114

Longsight: 323233, 390117

Manchester Airport: 185146

5th June:

Manchester Airport:
170307, 185101/02, 323225/31, 350408
East Didsbury: 66420
Longsight: 08451/854
Manchester Piccadilly:
150116/214, 156441, 158774, 175101, 220015/27
323229, 390129
Huddersfield: 144001
Leeds:
91132, 142025, 144015/22, 150146, 155344
158797/855, 333013
Neville Hill: 08525, 150142, 158757
York: 20305/308, 377606, 66716, ADB965206
Tees Yard: 66126
Middlesbrough:
66034/088, 142023/71/89/93, 156463

Ian McAlpine:

23rd May:
Peterborough: 66116, 158864, DR73913
Norwich: 156417, 170271
Ely: 170273
25th May:
Peterborough: 365501/27
King's Cross: 67021, 365501
Waterloo: 455712/713
Vauxhall: 450119/565, 455714
Clapham Junction: 378204/214
Richmond: 378227/2228/233
Gospel Oak: 172002
Stratford:
315802/14/41/44/45, 378205/206/214/227
DLR 03/63/66/93
Liverpool Street:
315824/60, 317659/881/890, 321311/314/345/364
321423/427, 379029
30th May:
Peterborough:
66102/128/188/714, 91121, DR75402
Doncaster:
20303/309, 47843, 66006/021/057/074/082/099
66121/539/703/716, 170305
York:
D6700, 55002, 66603, 185128/42, DR73117
31st May:
Darlington: 66419, 142023/27, 221130
Newcastle:
66709, 67019, 142016/26/71, 156475/480, 185111
185117/28
Hexham: 66592/599, 156501, DR73803
1st June:
York: 37706, 66427, 185122, DR79201
Doncaster: 47815/843, 66751
Peterborough:
66006/201/702/707/725/728, 91125, DR75402
6th June:
Peterborough:
66044/104/711, 91121, 365506, DVT82223
King's Cross: 67015
Victoria:
319425, 377110/122/123/148/153/154/414/430
377447/619, 442401/03/12/18/20/22, 465038

Clapham Junction: 159013/022, 377145/412
East Croydon: 442407, DR73918/37
Redhill: 165104
Horley: 377434/449
Gatwick Airport: 442408/12/15
Horsham: 377164, 48827
Barnham: 377469, DR80214
Chichester: 377124/130
Havant: 450008/035/104/112/551
Fareham: 377455, 450569
Eastleigh: 66066/416, 67025, 70801/807, 158882
Millbrook: 66005
Southampton Maritime: 66516/955, 70001
Southampton Central: 158889/955, 377123
Salisbury: 158951, 159018/104/107
7th June:
Chichester: 313216, 377120/132/149/419/450
Havant: 450078/81/107/547
Fareham: 377445/450/469
Eastleigh:
66418/515, 70015, 73107/109/119/201/207/212
158884/888, 444015/25
13th June:
Peterborough: 43313/320
Biggleswade: 66030
King's Cross: 67019
Waterloo:
159011/017, 444001/24/43, 450092/551, 458027
Woking: DR73928/75411
Basingstoke: 150002
Salisbury: 159022
Tisbury: 159021
Pinhoe: 159003
Exeter St David's: 43078/191, 159102
Newton Abbott: 143619
Teignmouth: 150120
14th June:
Exeter St David's:
43303/378, 143618/20, 150102/120/123/125/129
153373, 159010, 220007, 221129/37
Plymouth: 150202, 220034, 221141
Newton Abbot:
43070/156/162/183, 57605, 150128
Paignton: 150120, 153370
Exeter Central: 153333/61/80
Topsham: 143603/11/19/21
Exmouth: 150108, 153368
15th June:
Exeter St David's: 150921, 159005/106
Sherborne:
159021/101
Salisbury: 159002/008/011/013
Basingstoke: 159003/016, 220029
Clapham Junction: 377156/428/460
St Pancras: 37 3205/220
King's Cross: 91114
20th June:
Peterborough: 66093, 91107/22, DVT's 82217/25
King's Cross: 67019
Waterloo: 450084/547/570
Wimbledon: 458533/35
Haslemere: 444029, 450082/124

Portsmouth & Southsea:

313203, 377435, 450042/077/081

Portsmouth Harbour:

158884/952, 313217, 444012/13/44, 450092

21st June:**Portsmouth Harbour:**

158954, 377435, 444025/34, 450001/002/119

Portsmouth & Southsea:

313206, 377161/454, 450003/039/090/564

Chichester:

377111/160/161/210

Southampton Central:

66515/572, 150246/927, 158955, 377120, 444018

444019, 450567

Hove: 313219, 442407/17**Brighton:**

377112/121/153/306/327/417/428/470

Clapham Junction:

37425, 377119/439/453/626

Victoria:

375813, 377101/118/155/409/431/449/450/466

377467/623, 442401/06

East Croydon: 377456, DR75502**Gatwick Airport:** 66098, 442405/12/16**Horsham:**

377135/461/610, DR98918/29/68/79

22nd June:**Portsmouth & Southsea:** 377142, 444010/34/39**Fratton:** 450543**Eastleigh:**

08904, 60045, 66704, 73201/207, 444035

DR75501/98306

Woking: DR73926/928**Waterloo:** 450013/118, 458027

RAILWAY VEHICLES

This is an occasional series featuring the many dedicated motor vehicles used by the railways. If you have similar photos of buses, commercial vehicles please contact the editor.

GWR Motor Omnibus:

Guy FBB single deck bus
YF 714,
fleet number 1298,
on show at
Fawley Hill Steam &
Vintage
Transport Rally,
17th May 2014

The Guy FBB was a 1926 design with 32 seats, body built by Vickers of Crayford. 1298 was built for the GWR, entering service on 21st March 1927 from the Penzance Depot. When GWR Road Motors amalgamated with Western National Omnibus Co in 1930 to form Western National, 1298 switched liveries from chocolate & cream to green with a cream waistband. Its service however was short lived due to the non-standard design and was probably withdrawn in 1931, subsequently being converted to a caravan and then a static holiday home above Perranporth, complete with a lean-to. It then was used as a workshop before being bought for preservation in 1972. Largely untouched in various locations it eventually moved from Consett to Fifield near Maidenhead in 1997. Work to completely re-build and restore 1298 to working order began in earnest in 2000 and was completed in 2011. It is now on loan to the Thames Valley & Great Western Omnibus Trust (TV&GWOT). For more detail refer to their website, <http://www.tvagwot.org.uk/>

RAIL TOUR NEWS

Seaford 150th Anniversary Specials 7th & 8th June 2014 by Mark Richards:

The 1st June 2014 marked the 150th anniversary of the opening of the railway line from Newhaven to Seaford; the line to Newhaven had opened in December 1847. To celebrate this momentous anniversary, Railway Touring Company organised two special steam hauled charters to Seaford, probably the first time that steam engines have been seen at Seaford since 1963.

On Saturday 7th, the special charter departed from Platform 2 at London Victoria with 70013 '*Oliver Cromwell*' hauling and 33207 '*Jim Martin*' on the rear for reversals en route. The Sunday train started from Kensington (Olympia) due to engineering works and because of gauge restrictions at Selhurst, 70013 was substituted for Black Five 44932 with 33207 on the rear.

I can confess a personal interest in the running of both trains on the Saturday and Sunday as not only did I travel on the Sunday train with colleagues and friends from the office but I also planned the timings for both services. If it had all gone wrong I would have been terribly embarrassed and had a lot of explaining to do to my manager who was with me on the Sunday! Thankfully, whilst the Sunday train went without a hitch, on Saturday there were a few problems none I am pleased to report to do with the schedule!

The first hiccup on Saturday was 70013 being sent via the Redhill line at Stoats Nest Junction vice the Quarry Lines as planned. The error was corrected with the train being routed back on to the Down Fast at Earlswood thus making its booked non-stop run through Platform 7 at Gatwick Airport, a first for a steam-hauled charter. The weather on Saturday morning was being temperamentally British with very heavy downpours and leaden skies which cleared just enough for me to attempt a photo of 70013 as she came storming through Gatwick Airport. As luck would have it, no sooner had the tail lamp on 33207 cleared through the platform than the sun broke through and the clouds cleared providing perfect light...oh for only a few minutes earlier!

From Gatwick my intention was to get to somewhere on the Seaford line to see 33207 return from Seaford with *Cromwell* to Newhaven Harbour. This attempt was thwarted by the second and most serious problem on the day, a points failure at Newhaven Harbour. My Class 313 from Lewes was terminated at Newhaven Town and unit 313212? ran forward ECS to Newhaven Marine to clear the line. This was a very rare occurrence as there is only one scheduled ECS to and from the Marine on weekday evenings, this itself being a replacement for an advertised passenger service that ceased in 2006. Meanwhile the railtour had made it to Seaford where it was detained for longer than booked, whilst attempts were made to rectify the points failure at Newhaven Harbour and recover the passenger service.

The crowds at Newhaven Harbour numbered in their hundreds, probably the busiest this location has been for decades. On a now bright and warm afternoon, even the dilapidated station and surroundings looked strangely welcoming with enthusiasts and locals filling the footbridge and every vantage point for a view of 70013. About 45 minutes late, 33207 hauled the stock and 70013 into the station (see photo right), with much excitement and clicking of camera shutters from the assembled crowd. After a pause in the station, waiting for the failed points to be wound and clipped, 70013 proceeded with a terrific belch of smoke and steam into the Marine station for watering.

I followed the tour next at Berwick where I knew 70013 would be leading on the final leg of its outward journey to Eastbourne. Unfortunately



checked by the proceeding passenger service, 70013 wasn't working hard as it coasted through Berwick. There were about two-dozen locals and enthusiasts lining the platforms for a view or a photo of the railtour as it passed.

I finally caught up with the railtour again at London Victoria shortly after it arrived in Platform 2 about 10mins early. Cromwell was apparently not in good health on the return run from Eastbourne and required assistance from 33207 on the uphill sections on the way back. Nevertheless it made good time and as I mentioned arrived into Victoria ahead of booked schedule.

The next day, Sunday 8th June, I would experience the tour myself and I was pleased that the day went so smoothly with 44932 performing well throughout although I was disappointed it wasn't 34067 '*Tangmere*' as advertised. The outward route was broadly similar to the Saturday, with a fast run planned down the Brighton Main Line using the Quarry Lines this time and again via Platform 7 at Gatwick Airport. A brief stop for water at Haywards Heath allowed fast Brighton services to pass before the train proceeded via Keymer Junction to Lewes and onto the Newhaven line at Southerham Junction. Whilst the crowds at Newhaven were much less than on the Saturday, at Seaford the station thronged with possibly a couple of hundred well-wishers and many more were taking photos or admiring the novel sight of a steam engine from the recreation ground adjacent to the railway.

33207 returned the train to Newhaven Harbour, where reversal saw 44932 lead into Newhaven Marine. Unusually and for only the second time in many years, passengers were allowed to disembark from the train here (the same had happened the day before). The station is now a shell, all the glass removed from the canopy and the remaining building in a very poor condition. The platform had been specially cleared of foliage and rubble in advance of the weekend but was fenced off, so only those on the train could access it. The semaphore signal, NH35 which is the Up Starter from Marine, is now the only one anywhere in this part of Sussex; the remainder were replaced earlier this year as part of the re-signalling of the Lewes to Seaford line.



From Newhaven Marine, 33207 then hauled the train via Lewes to Brighton where a short photo stop was made and to allow for reversal (see photo above). Again there were sizeable crowds as well as many bemused ordinary day trippers! 44932 was in charge from Brighton with a pleasing run back via Lewes and Polegate to Eastbourne where a break of two and half hours was enjoyed.

After suitable refreshment both for me and my travelling companions in a local Wetherspoons (and former bus garage) the train was re-boarded at Eastbourne with 33207 again in charge for the run to Hastings, arriving in Platform 4. It is not often that a 'Slim Jim' is seen at Hastings these days and if only it had been Blue/Grey rather than maroon the scene could have been the early 1980s. A good crowd was here again to welcome the train's arrival and departure.



44932 was in charge all the way back to London returning via the Hastings line to Tonbridge and Redhill (with a stop for water at Penshurst). With no paths available on the Up Fast, the Slow Line was taken all the way to Clapham Junction Platform 16 where I alighted the train, grabbing a few last shots of 33207 as it departed for Kensington (Olympia) in the fading light.

photos by Mark Richards

The Wandering Javelin, 21st June 2014 by Mark Richards:

Platform 13 at London St Pancras on Saturday 21st June, a beautiful summer day, was the starting point for one of the more unusual railtours of recent years with 'Javelin' 395001. This was the first time that a Class 395 had been used on a railtour and parts of the itinerary covered lines never before used by one of these High Speed units and not surprisingly tickets sold out within 3 days of being advertised. Indeed, demand was so high that a repeat tour has already been planned for 23rd August.

Running as 1Z01 08.34 London St Pancras to Ashford International was a conventional run down High Speed One (HS1) albeit non-stop. From Ashford, a change of reporting number to 1Z02 saw the scenic coastal route via Folkestone and Dover taken and with fine weather the French coast could clearly be seen. Climbing from Dover, we travelled via what is currently a rare route for Class 395s through the former Kent coalfields and the picturesque coastal towns of Deal and Sandwich. At Deal the train was for the only time throughout its journey controlled by semaphore signals.

The Minster South Curve was joined to run back towards London via Canterbury West with its impressive elevated signal box, one of only three in the country to be carried over the running lines. Passing through Ashford International on the Up Main, the line via Maidstone East was taken. This again is very rare track for a Javelin although the line was enhanced for the opening of the Channel Tunnel to take freight services running from Dollands Moor to Wembley. Passing through Swanley, the outer London suburbs begin and our Javelin negotiated its way via Shortlands Junction and the Catford Loop to Denmark Hill and the Chatham Reversible to London Victoria Platform 1.

After a half-hour break our journey resumed as 1Z03 12.34 London Victoria to Faversham retracing the earlier route via Denmark Hill, the Catford Loop, Shortlands Junction and Swanley to Fawkham Junction where the very rare 'Waterloo connection' was traversed to Southfleet Junction. This was formerly part of the London, Chatham & Dover branch to Gravesend West. Passenger services were withdrawn in 1953 and freight in 1976 but the line was reopened in September 2003 to enable Eurostar services from the high speed



line to access the domestic network and Waterloo International. With the opening of HS1 throughout to St Pancras International, the line ceased to be used by international trains from 14th November 2007. We were warned that ours was the first train to have used the connection in three weeks and owing to the poor state of the infrastructure we might have to make a sudden stop. Such warning proved to be accurate, as 395001 came to an emergency stop approaching Southfleet Junction when the in-cab signalling dropped out.

Despite only losing a couple of minutes whilst the unit was reset; to avoid delay to the following Eurostar, 9132 12.58 St Pancras International to Brussels was diverted via the Up CTRL from Ebbsfleet West. This provided what must be the most unusual sight of a Eurostar overtaking a Javelin on HS1! The passing move occurred on the Medway Viaduct, with 9132 re-joining the Down CTRL at Nashenden Crossovers.

After a short delay waiting for 9132 to cross at Nashenden, our journey continued via Ashford International and the coast to Dover Priory for a brief leg-stretch and photo stop (see photo above). Departing from Dover the line via Canterbury East to Faversham was joined, with a half-hour stop at the



latter. The tour continued from Faversham as 1Z04 via the Medway Towns to Strood where another reversal was made. Changing reporting numbers again, departure was as 1Z05 15.53 Strood to Charing Cross. Whilst the line as far as Maidstone West sees a regular weekday Javelin service,

beyond here is extremely unusual for a Javelin in passenger service. 1Z05 continued via the South Eastern Mainline through Tonbridge, Sevenoaks, Orpington, Chislehurst, Hither Green and New Cross to London Bridge via the Up Passenger Loop to Charing Cross Platform 5. This was the first and only time (to date) that a Class 395 has been to London Bridge or Charing Cross (see photo opposite bottom).



The next stage of the tour would cover more unique track for a Class 395, running as 1Z06 17.23 Charing Cross to Cannon Street using the soon to close Metropolitan Reversible. The longest break of the day was taken at Cannon Street allowing ample opportunity for those historic photos of this 'first' for a Class 395. Running as 1Z07 18.05 London Cannon Street to Ashford International, 395001 ticked off more unique track for a Class 395 returning via London Bridge and as outward to Paddock Wood and thence onto Ashford International once more, arriving this time in Platform 6. A final change of reporting number to 1Z08, and a spirited run up HS1 as the 19.09 Ashford International to St Pancras International could have been a record breaking non-stop run if not for a signal check approaching our destination. Finally, arriving a few minutes down into Platform 13, what had been an interesting, fun and unique day wandering Kent on a Javelin was complete.

photos by Mark Richards

PRESERVATION NEWS

by Trevor Roots

Wensleydale Railway (WEN): WEN has another station, but significantly on the section east of Leeming Bar towards Northallerton. Scruton Station closed to passenger traffic on the 26th April 1954 and was officially re-opened on the 26th April 2014 after restoration. It will not probably operate normally until the entire Leeming bar to Northallerton section opens. Further work needs to be done including extending the platform needs to comply with minimum standards.



Scruton Station looking west, 30th May 2014

INFRASTRUCTURE NEWS - I

by Trevor Roots

Llandudno Station:

Improvements to the station frontage have recently been completed including a new glazed roof to the concourse and end of platforms as seen in the photo below taken by Martin Evans on the 2nd June 2014 with ATW 150284 waiting to depart with the 10.08 service to Blaenau Ffestiniog.



Lumby Lane bridge replacement, Monk Fryston:

Further to the report in the May issue, the new bridge deck was in place when seen on the 30th May 2014



London Blackfriars Station:

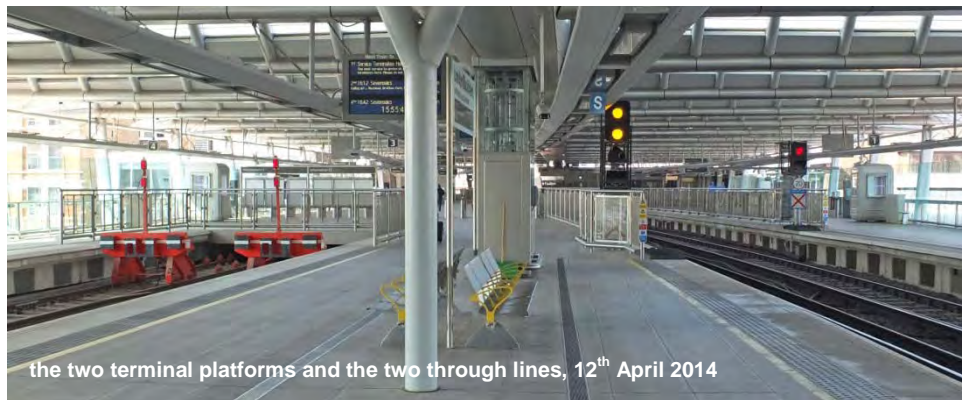
Not previously reported and now nearly two years since completed, London Blackfriars station was significantly renovated between 2009 and 2012. The office building above was demolished and replaced as part of the Thameslink programme. The new station is the same height and houses a

shared National Rail and London Underground ticket hall and ventilation shaft together with escalators and lifts between a mezzanine level for mainline railway services and the sub-surface level for London Underground services. The Underground station also received major enhancements, with a new roof of glazed north lights and partial-height glazed side panels installed along the entire length of the bridge.



On the south bank of the river a new station entrance was built at Bankside, containing a second ticket hall. The through platforms were moved to the east side and extended along Blackfriars Railway Bridge over the River Thames to accommodate 12-carriage trains (in place of the previous eight). The layout has been altered by building new bay platforms on the west side, avoiding the need for through trains between City Thameslink and London Bridge crossing the paths of terminating ones

The works exploited the disused piers west of the existing railway bridge which once supported the former West Blackfriars and St. Paul's Railway Bridge. The easternmost line of disused piers was strengthened, tied into the existing bridge and clad in stone. The number of bay platforms was reduced from three to two in the process, but some terminating services have now become through services, and the increased length allows longer trains to terminate at Blackfriars. The subway entrance to Blackfriars station has been permanently closed.



the two terminal platforms and the two through lines, 12th April 2014

Newhaven - Seaford 150th Anniversary: (see also **RAIL TOUR NEWS**)

Ironically the celebrations for the 150th Anniversary of the Newhaven to Seaford line were held over the weekend of the 7-8th June 2014 and clashed with our Eastleigh Visit. So the best I could do was take the photo below of the current traction on the line of 313205 leaving Seaford on one of twice hourly services on the 2nd June, 150 years plus one day after Seaford opened. Note the remaining platform 2 on the left beyond 313205. The line built by the LB&SCR was originally double track opening on the 1st June 1864 and was intended to continue to Eastbourne, which never materialised. Third rail electrification arrived in 1935 and it was singled in 1975.



Miscellaneous News:

A new station opened on the 18th May on the outskirts of Middlesbrough, James Cook University Hospital but strangely incorporating Station in the name, obviously for those who are unsure what a station is, somewhat belt and braces !

The proposed Forth Bridge visitor centre is now not due to open until 2016/17 so will not be ready for the 125th Anniversary in 2015.

Sadly the famous footbridge to Cardiff Canton Depot has been demolished and no replacement is planned.

STIRLINGSHIRE SIGHTINGS

by **Derek Sneddon**

The following sightings are from Camelon Station & nearby Carmuir's Junction with an occasional sighting from Falkirk. Only freight and notable loco hauled workings are shown together with the diagram code, time, origin and destination (see location codes)

16th May			27th May			7th June		
05.45 66432 4H47	MN-IS		05.45 66304 4H47	MN-IS		05.45 66301 4H47	MN-IS	
07.40 66187 6G25	FY-ES		05.66 56302 6R46	GM-PW		06.30 66101 6A32	MN-AB	
13.00 66423 4A13	GM-AB		28th May			13.30 66086 6S36	DS-GM	
22.25 66429 6K02	MN-SI		05.45 66304 4H47	MN-IS		8th June		
19th May			07.40 66192 6G25	FY-ES		13.00 66304 4A13	GM-AB	
13.00 66423 4A13	GM-AB		13.00 66302 4A13	GM-AB		9th June		
20th May			13.30 66113 6S36	DS-GM		05.45 66301 4H47	MN-IS	
05.45 66423 4H47	MN-IS		29th May			08.30 66548 6A65	OX-AB	
06.55 56094 6R46	GM-PW		06.30 66111 6A32	MN-AB		13.00 66421 4A13	GM-AB	
08.30 66622 6A65	OX-AB		08.30 66622 6A65	OX-AB		19.30 66101 6K30	MN-Dalwhinnie	
21st May			13.00 66421 4A13	GM-AB		10th June		
05.45 66423 4H47	MN-IS		2nd June:			05.10 66601 6H51	OX-IS	
07.40 66044 6G25	FY-ES		05.45 66301 4H47	MN-IS		05.45 66301 4H47	MN-IS	
13.00 66303 4A13	GM-AB		08.30 66603 6A65	OX-AB		06.55 56105 6R46	GM-PW	
22nd May			08.50 47854/804 1H88	WM-ED		13.00 66429 4A13	GM-AB	
05.45 66423 4H47	MN-IS		13.00 66424 4A13	GM-AB		13.30 66105 6S36	DS-GM	
06.30 66105 6A32	MN-AB		14.20 66084 6D61	RI-GM		11th June		
08.30 66622 6A65	OX-AB		3rd June			20.30 56105 6M65	GM-Sinfin	
23rd May			05.45 66301 4H47	MN-IS		23.30 47727 6z56	LM-GM	
00.30 66105 6H44	MN-IS		06.55 56302 6R46	GM-PW		12th June		
05.45 66423 4H47	MN-IS		13.30 66113 6S36	DS-GM		05.45 66423 4H47	MN-IS	
07.40 66101 6G25	FY-ES		4th June			06.30 66105 6A32	MN-AB	
22.30 66114 6K21	MN-SI		05.10 66622 6H51	OX-IS		08.30 66622 6A65	OX-AB	
23.25 66615 6K22	MN-SI		07.40 66111 6G25	MN-ES		13th June		
24th May			13.30 66113 6S36	DS-GM		05.45 66423 4H47	MN-IS	
05.45 66428 4H47	MN-IS		5th June			14th June		
10.05 66113 6A32	MN-AB		06.30 66103 6A32	MN-AB		05.45 66423 4H47	MN-IS	
13.30 66027 6S36	DS-GM		08.30 66603 6A65	OX-AB		10.05 66111 6A32	MN-AB	
26th May			6th June			13.30 66103 6S36	DS-GM	
05.45 66304 4H47	MN-IS		05.45 66301 4H47	MN-IS				
08.30 66622 6A65	OX-AB		07.40 66101 6G25	MN-ES				
14.20 66101 6D61	RI-GM		13.00 66423 4A13	MN-AB				

Stirlingshire Sightings Location Codes:

AB Aberdeen	BP Bath	CU Cumbernault	FO Forres	IM Immingham
AC Achnasheen	BR Bridgwater	CV Cliff Vale	FR Fairwater	IS Inverness
AD Alexander Dock Jnct	BS Bescot	CY Corby	FY Falkland Yard	JM Jersey Marine
AE Attercliffe	BT Barton Hill	DC Dyce	GC Glasgow Central	KB Kittybrewster
AF Ashford	BU Burton	DL Dalmeny	GE Georgemas Jnct	KC Kirkcaldy
AH Ashchurch	BW Barrow Hill	DM Dollands Moor	GL Gloucester	KK Kilmarnock
AJ Awre Junction	BZ St Blazey	DR Doncaster	GM Grangemouth	KL Kyle of Lochalsh
AL Alston	BY Barry	DS Dalston	GR Grange Sidings	KM Kemble
AN Acton	CA Calvert	DT Didcot	GS Gleneagles	KN Kennethmont
AP Appleford	CB Coatbridge	DU Dundee	GY Grimsby	KS Kingsland Road
AR Abercynon	CD Charfield	DV Davenport	HA Hayes	KY Kingsbury
AT Abbotswood Jnct	CE Crewe	DY Derby	HD Handsworth	LA Laira
AV Avonmouth	CF Cardiff	EA Earles Sidings	HF Hereford	LB Ladybank
AW Aberthaw	CH Chaddesden	ED Edinburgh	HH Holyhead	LC Lincoln
AY Ayr	CI Clitheroe	EE Elderslie	HL Hartlepool	LD Lydney
BA Blair Atholl	CK Chirk	EH Eastleigh	HO Halewood	LG Lairg
BD Bedworth	CL Carlisle	EL Elgin	HR Harwich	LH Leith
BE Berkeley	CM Chalmersston	EU Euston	HS Hunslet	LI Llanthgow
BH Brierley Hill	CN Carnforth	ES Earlsseat	HT Hastings	LK Lackenby
BI Burntisland	CQ Chepstow	EV Evesham	HU Hunterston	LL Llanwern
BL Bristol	CP Croft Quarry	EX Exeter	HV Haverfordwest	LM Long Marston
BN Beeston	CR Cadder	FB Ferrybridge	HW Heywood Jnct	LN Laurencekirk
BO Bo'ness	CS Cheltenham	FF Fiddlers Ferry	HY Hinksey	LO Longsight
	CT Cardiff Tidal	FG Fishguard	IB Ironbridge	LS Leeds

LW	Longannet	MW	Moorswater	PA	Paisley	RC	Ratcliffe	SG	Stoke Gifford
LW	Linkswood	NA	Nairn	PB	Peterborough	RD	Reading	SH	Slough
LY	Lindsey	NE	Neath	PC	Port Clarence	RE	Redmile	SI	Stirling
MC	Machen	NG	Nottingham	PF	Peak Forest	RG	Rugeley	SK	Shirebrook
MD	Middlesbrough	NH	Newton Heath	PG	Pengham	RI	Riccarton	SN	Stockton
ME	Montrose	NJ	Norton Jnct	PH	Perth	RM	Rotherham	SO	Southampton
MF	Milford	NL	Newtonhill	PM	St Philips Marsh	RN	Robeston	SP	Spetchley
MG	Margam	NT	Newport	PN	Paddington	RO	Round Oak	SR	Stourton
MH	Millerhill	NV	Neville Hill	PO	Polmadie	RR	Rowley Regis	SS	Swansea
ML	Motherwell	NW	Nantwich	PR	Preston	RV	Ravenstruther	ST	Severn Tunnel Jnct
MN	Mossend	OB	Oban	PT	Paignton	RY	Rugby	SV	Stevenage
MO	Moreton	ON	Onllwyn	PW	Prestwick	SA	Saltley	SW	Swindon
MS	Maesteg	OO	Old Oak Common	PY	Portbury	SB	Stourbridge	SY	Shipley
MT	Mountsorrel	OX	Oxwellmains	PZ	Penzance	SC	Scunthorpe	TD	Tyne Dock
MV	Manchester Vic	OY	Oxley	RA	Redcar	SD	Standish Jnct	TE	Trostre

GLOUCESTERSHIRE SIGHTINGS

by Nigel Hoskins

The following sightings are mostly from Gloucester Station, but also include workings on the avoiding line southeast of the station between Barnwood and Gloucester Yard Junctions. Only freight and notable loco hauled workings are shown with the diagram code, time (if known) plus origin and destination (see location codes).

28th April

05.35 66848 4V13	GL-AV
07.10 57007/37409 6V73	CE-BE
08.58 66129 4V70	TO-PY
09.35 66563 4V09	RG-SG
10.54 66302 4V38	DV-WG
11.00 66848 6Z87	AV-GL
11.19 60059 6B13	RN-WH
11.50 66597 4V06	RG-SG
12.06 66014 4E66	MG-RA
13.55 37409/57007 6M56	BE-CE
15.00 66150 6V92	CY-MG
16.00 66098 6M41	MG-RO
16.05 66155 6M39	PY-RC
18.05 66075 6Z35	BS-AV
18.23 66129 6M69	PY-RC
18.33 66848 6M87	GL-RC
19.04 60059 6B47	WH-RN

29th April

05.55 66075 6Z94	AV-CI
08.12 66120 6Z20	BS-East Usk
08.35 66130 6M81	MG-RO
09.48 66155 4V83	TO-PY
09.57 66597 4V09	RG-SG
11.00 66302 4V38	DV-WG
11.18 60059 6B13	RN-WH
12.48 66050 6V05	RO-MG
13.17 20304/37606 6M67	BR-CE
14.55 66150 6V92	CY-MG
15.10 66509 4V47	RG-SG

30th April

07.00 20302/37601 6V73	CE-BE
10.02 66524 4V09	RG-SG
10.27 66718 0M22	CF-Hams Hall
10.33 66429 4V38	DV-WG
12.02 37423+975025 5Z01	CF-DY
12.48 66150 6V05	RO-MG
13.40 60015 6E41	WH-LY
15.03 66155 6M39	PY-RC
15.10 66151 6V92	CY-MG

30th April (cont)

16.05 66848 4V30	RC-AV
17.00 66130 6V07	RO-MG
18.05 66127 6Z35	BS-AV
1st May	
06.05 66127 6Z94	AV-CI
08.58 66155 4V83	TO-PY
09.03 66129 4V70	RC-PY
11.05 66564 4V09	RG-SG
11.10 66305 4V38	DV-WG
11.35 DR73805 6J94	CF-Honeybourne
12.00 66008 6V05	RO-MG
12.40 60015 6E41	WH-LY
15.07 66151 6V92	CY-MG
15.54 66150 6V07	RO-MG
17.10 66602 6Z78	Bardon Hill-CT
19.20 66164 6W02	BS-Rumney Bridge

2nd May

02.45 66171 4V01	EA-Cwmbargoed
03.05 66130 6M58	MG-WV
03.14 60020 6M11	MG-RO
04.05 60015 6V98	LY-WH
04.25 66564 4V89	RG-SG
04.50 66008 6M03	RN-BD
08.55 66129 4V70	RC-PY
11.05 60039 6B13	RN-WH
11.39 66303 4V38	DV-WG
12.02 DR73805 6J94	WS-Maindee
12.20 60015 6E41	WH-LY
12.52 66149 6V67	ra-mg
15.20 66155 6M39	PY-RC
17.57 66193 6Z35	BS-AV
18.02 66129 6M69	PY-RC
3rd May	
04.14 66027 6D98	CT-HD
07.15 66155 4V83	TO-AV
18.29 66027 6V06	HD-CT

4th May

14.43 66126 6Z52	BS-MG
18.08 66421 4M36	WG-DV
22.39 66149 6V66	RA-MG

5th May

05.10 60001 6V98	LY-WH
10.52 66305 4V38	DV-WG
12.06 66115 4E66	MG-RA
12.25 60001 6E41	WH-LY
12.40 66564 4V06	RG-SG
12.48 66741 0Z12	PB-CF
14.40 66848 4V13	GL-AV
15.25 66155 6M39	PY-RC
17.30 66093 6Z35	BS-AV
18.20 66083 6M69	PY-RC
20.09 66053 6E30	MG-HL

6th May

06.05 66093 6Z94	AV-CI
08.22 66160 6M98	CT-SA
09.30 66083 4V70	RC-PY
10.54 66303 4V38	DV-WG
11.05 66564 4V09	RG-SG
12.25 60001 6E41	WH-LY
12.50 66115 6V67	RA-MG
13.50 20302/37601 6M63	BR-CE
14.15 66560 4V47	RG-SG
15.04 66188 6V92	CY-MG
15.57 66151 6M41	MG-RO
20.24 66078 6E30	MG-HL

7th May

08.05 66167 4V83	TO-PY
09.05 66155 4V70	RC-PY
09.17 66115 6M96	MG-CY
11.00 66433 4V38	DV-WG
11.05 66560 4V09	RG-SG
15.02 66063 6V92	CY-MG
16.00 66151 6M41	MG-RO
16.03 66188 6V07	RO-MG
17.20 66193 6Z35	BS-AV

10th May		19th May (cont)		25th May (cont)	
20.19 66563 6Y08	HY-AT	17.35 66103 6Z35	BS-AV	10.27 66597/514 6Y07	
11th May		18.10 66087 6V97	BN-CT		Stoke Wks-FR
17.07 66115 6E47	LL-MD	18.15 66037 6M69	PY-RC	11.30 66433 4V38	DV-WG
12th May		20.01 66145 6V55	BD-RN	12.30 57313/14 5Z44	CS-Southall
08.34 66075 6M81	MG-RO	20.15 66174 6E30	MG-HL	18.02 66433 4M36	WG-DV
10.59 66305 4V38	DV-WG	21.05 66957 4V61	RG-SG	20.03 66002 6E30	MG-TS
11.12 60063 6B13	RN-WH	22.35 66014 6V81	RM-CT	22.41 66023 6E93	LL-SC
11.45 66514 4V06	RG-SG	23.00 66206 6V61	RO-MG	23.19 66100 6V66	RA-MG
12.20 60062 6E41	WH-LY	20th May		26th May	
15.58 66075 6V07	RO-MG	08.05 66125 4V83	TO-PY	08.55 66044 4V70	TO-PY
16.03 66199 6M41	MG-RO	10.10 66037 4V70	RC-PY	09.45 66413 4V09	CE-Stoke Wks
18.05 66165 6Z35	BS-AV	11.04 60063 6B13	RN-WH	10.52 66424 4V38	DV-WG
19.54 60040 6V55	BD-RN	12.27 60065 6E41	WH-LY	11.47 66126 4E66	MG-TS
20.40 66554 4V61	RG-SG	14.55 66619 4V47	RG-SG	12.17 60039 6E41	WH-PY
21.38 66741 6E12	CF-LY	15.04 66183 6V92	CY-MG	15.49 66726 4V94	IB-PY
13th May		21st May		17.09 66135 6V97	BN-CT
08.32 66043 6M81	MG-RO	10.45 66705 0M22	CF-Hams Hall	18.03 66013 6Z35	BS-AV
10.30 66124 4V70	RC-PY	10.49 66023 6V78	SC-MG	18.17 66044 6M69	PY-RC
12.02 66174 6V05	RO-MG	10.53 66421 4V38	DV-WG	20.35 31465 3Z12	DY-LA
15.59 66014 6M41	MG-RO	11.29 66086 6E77	MG-SC	21.43 66708 6E12	CF-LY
16.01 66043 6V07	RO-MG	12.25 66002 6V05	RO-MG	27th May	
14th May		13.15 37259/409 6M56	BE-CE	02.09 66096 6M94	MG-CY
07.45 57004/20302 6V73	CE-BE	14.50 66183 6V92	CY-MG	04.37 66413 4V59	RG-SG
10.55 66301 4V38	DV-WG	17.35 66193 6Z35	BS-AV	05.22 37423/608 6V74	CE-BR
15.50 66095 6V92	CY-MG	22nd May		05.30 66602/619 6Y50	GL-WY
15.56 60040 6V07	RO-MG	10.00 66086 6V78	SC-MG	05.44 66013 6Z94	AV-CI
18.05 66067 6Z35	BS-AV	11.13 60040 6B13	RN-WH	11.02 66545 4V09	RG-SG
18.23 66131 6V97	BN-CT	11.34 66424 4V38	DV-WG	12.22 60100 6E41	WH-LY
15th May		12.45 66145 6V05	RO-MG	13.30 66726 4V94	IB-PY
08.32 60040 6M81	MG-RO	14.02 66084 4E66	MG-RA	14.49 66513 4V47	RG-SG
08.55 66056 4V83	TO-PY	14.50 66096 6V92	CY-MG	15.06 66096 6V92	CY-MG
09.05 66144 4V70	RC-PY	15.39 66732/31466/73001/		16.01 66002 6M41	MG-RO
10.55 66433 4V38	DV-WG	006 0Z51	CE-GL	16.01 66138 6V04	KY-CT
11.05 66553 4V09	RG-SG	16.02 60015 6V07	RO-MG	20.01 66007 6V69	BS-AD
11.14 60063 6B13	RN-WH	17.10 66732/73006 0Z66	GL-CE	28th May	
11.38 66043 4E66	MG-RA	23rd May		04.38 60063 6M03	RN-BD
11.45 55002 0Z53		04.41 66023 6M11	MG-RO	08.05 37194/688 6V73	CE-BE
	SVR-GWS Didcot	06.40 60039 6V98	LY-WH	08.30 66100 6M81	MG-RO
12.20 60062 6E41	WH-LY	08.05 66125 4V83	TO-PY	10.10 66044 4V70	RC-PY
13.50 67423 6Z40	CE-Keyham	08.28 66139 6M81	MG-RO	11.05 66513 4V09	RG-SG
15.04 66059 6V92	CY-MG	08.55 66151 6V72		11.55 66433 4V38	DV-WG
17.00 60015 6M41	MG-RO		Liverpool	14.15 37688/194 6M56	BE-CE
20.53 66148 6E30	MG-HL	11.10 66432 4V38	EMR-SW	14.59 66096 6V92	CY-MG
17th May		11.12 60040 6B13	DV-WG	15.59 66100 6V07	RO-MG
00.15 60100 6E20	LL-IM	11.55 DR73111/77903 6U17	RN-WH	16.00 66120 6M41	MG-RO
01.00 66043 6M74	CT-LC		FR-GL	16.05 66848 4V30	RC-AV
07.37 47853/47802 1Z71	SW-CL	12.03 66126 6V65	RO-MG	18.10 66206 6Z35	BS-AV
18th May		12.55 66084 6V67	RA-MG	18.15 66044 6M69	PY-RC
10.40 66514/66524 6Y07	AH-FR	13.27 60039 6E41	WH-LY	21.27 66708 6E12	CF-LY
13.53 66424 4V38	DV-WG	14.52 66002 6V92	CY-MG	29th May	
18.00 66095 6Z38	HO-SO	15.17 66125 6M39	PY-RC	10.05 66044 4V70	RC-PY
19.50 66149 6Z44	SO-HO	16.06 66139 6V67	RO-MG	11.02 66302 4V38	DV-WG
22.50 66174 6V66	RA-MG	17.45 66035 6V97	BN-CT	11.05 66524 4V09	RG-SG
19th May		17.57 66708 0Z66	IB-GL	11.12 60040 6B13	RN-WH
09.50 66555 4V09	CE-SG	18.04 57313/14 5Z64	Southall-GL	12.00 60100 6E41	WH-LY
11.26 66087 4E66	MG-TS	18.07 66152 6Z35	BS-AV	14.58 66131 6V92	CY-MG
11.55 66430 4V38	DV-WG	24th May		15.30 66848 4V30	RC-AV
13.03 66112 6E77	MG-SC	00.20 47237 0Z36		15.58 66096 6V07	RO-MG
13.25 66554 4V06	RG-SG		Kidderminster-BL	15.59 66132 6M41	MG-RO
13.47 37682/37688 6M56	BE-CE	08.47 66125 4V83	TO-AV	16.35 66547 4V47	RG-SG
15.50 66030 6M39	PY-RC	11.03 60063 6B13	RN-WH	19.30 67025/08 1Z17	DY-OO
16.00 66135 6V07	RO-MG	14.50 66555 4V46	RG-SG	20.00 66139 6V52	WV-NT
16.00 66206 6M41	MG-RO	20.02 66619 6Y08	WY-AT	30th May	
16.50 66740 6V83	PB-CT	25th May		12.02 66424 4V38	DV-WG
16.55 66705 6E12	CF-LY	08.50 66619 6Y08	AH-WY	12.44 67025/08 1Z20	OO-DY

30th May (cont)

18.05 66127 6Z35 BS-AV
22.28 66100 6V81 RM-CT
22.49 66096 6V61 RO-MG
23.20 66524 4V05 RG-PY

31st May

00.02 66145 6E20 LL-IM
00.27 66063 6M74 CT-LC
00.49 66135 4E67 MG-TS
01.54 66001 6V19 SC-CT
03.58 66097 6V98 CT-HD
05.45 66127 6Z94 AV-CI

1st June

11.33 66303 4V38 DV-WG
17.07 66015 6E47 MG-MD
17.52 66303 4M36 WG-DV
20.58 66174 6E30 MG-HL

2nd June

11.38 66067 4E66 MG-TS
12.20 60074 6E41 WH-LY
13.47 37602/603 6M56 BE-CE

2nd June (cont)

14.52 66002 6V12 CY-MG
16.01 66135 6M41 MG-RO
17.06 66723 6V83 PB-MO
17.18 66063 6V97 BN-CT
18.05 66127 6Z35 BS-AV

3rd June

04.02 60063 6V98 LY-WH
13.50 37688/20304 6M63 BR-CE
15.58 66100 6V07 RO-MG
19.32 66155 6V69 BS-AD
20.14 66056 6E30 MG-HL
20.20 66303 4M36 WG-DV
22.22 60019 6B47 WH-RN

4th June

08.25 66020 6M81 MG-RO
10.48 66305 4V38 DV-WG
11.03 66523 4V09 RG-SG
11.46 D1015 0Z52 WW-WSR
14.40 37423/975025 2Z02

Ealing Broadway-RD
23.53 97304 3Q02 DY-Shrewsbury

5th June

05.59 66013 6Z94 AV-CI
14.35 66135 6V92 CY-MG
15.57 66001 6V07 RO-MG
20.20 66186 6E30 MG-HL
20.26 66426 4M36 WG-DV
21.39 66117 6E09 ON-IM
23.10 66068 6E47 MG-MD

6th June

00.50 66065 6V20 CT-SC
02.00 66002 6M94 MG-CY
03.45 66142 6M03 RN-BD
04.23 66001 6M11 MG-RO
04.25 66238 4V01

EA-Cwmbargoed

08.05 66557/597 6Z73 FR-YK
08.28 66109 6M81 MG-RO
10.27 DR75407 6J48 LD-WY
10.59 66421 4V38 DV-WG
11.13 60019 6B13 RN-WH

INFRASTRUCTURE NEWS - 2

by Trevor Roots

Hexthorpe Sidings, Doncaster:

Further to the recent reports on the construction of the new EMD depot at Roberts Road, the adjacent sidings are now in full use again predominantly by GBRf. In the photo below looking east from Greenfield Lane on the 30th May 2014, the sidings can be seen occupied by GBRf wagons and two 66/7 locos either side of the Sheffield Goods lines with the EMD Depot to the right. Northern Rail 142070 is passing on the Down Sheffield line on its way to Sheffield.



LIGHT RAIL & METRO NEWS

Metrolink: *The following information is kindly provided by Geoff Hope.*

A start has been made on rebuilding the roof over Victoria Metrolink tram stop with 5 rib steelwork sections out of 15 required were erected overnight in a weekend in early May. A number of smaller beams and bracings are to be installed to give stability to the structure ready for the roof to be fitted out using the same material used at Piccadilly Station and the Eden Project in Cornwall.

The Park & Ride facility at Whitefield on the Bury line closed in January for construction of an extra deck reopened on Monday 12th May with the additional 89 new spaces increasing capacity to 216 spaces.

From Monday 2nd June further utility works were carried out for approx. 4 weeks in Lower Mosley Street between Manchester Central formerly G.Mex and St Peters Square for improvements in preparation for the Second City Crossing (SCC). Metrolink services remained unaffected.

Work started on Wednesday 18th June on the £5 million Wythenshawe Interchange on the Airport line, this line is due to open before the end of 2014, 12 months ahead of schedule. Testing and commissioning got underway along part of the route on Monday 23rd June using trams 3052/306 A new 300 space Park & Ride facility will be laid at Sale Water Park. Initially a 12 minute frequency will operate between the Airport and Cornbrook continuing to run on the SCC when complete in 2017. This latest extension will increase the network to 57.5 miles with 92 stops. Nine trams will be required for this additional service.

Friday 20th June Transport for Greater Manchester approved a public consultation for plans to extend Metrolink to the Trafford Centre. A 12 week consultation will be launched on Friday 4th July. The 5.5km line would cost approximately £350 Million and could be built as early as 2019/2020.

Wednesday 30th April the final day the 2 T68A's were in service on the Bury – Abraham Moss shuttle. 2001 departed Bury 19.51 followed by the final service with 2003 departing at 20.03. A farewell tour was held on Monday 26th May working the original routes departing Piccadilly at 10.30 visiting Eccles-Media City-Altrincham-Bury. 1007 & 1016 were used for the final tour.

1007 will be preserved by the Manchester Transport Museum Society, Heaton Park Tramway becoming its permanent home where it will join earlier trams 173 & 765 representing over a century of local tramway history. It is believed a second T68 is earmarked for preservation at another museum, both identities remain unknown.

T68A's 1004/1008/1019 & 1006 left Old Trafford depot on Monday 28th April/Friday 16th May/Wednesday 21st May & Friday 13th June. 1019 was one of 3 trams retaining wing mirrors and extended unmodified auto couplers the other 2 being 1018 & 1020. Next in line for disposal is expected to be 1018 followed by 1005 after component recovery. The original plan to move withdrawn trams was one per week but plans now depend on availability of Allely's low loader.

At the beginning of June the remaining 4 T68's 1007/1016/1022 & 1023 were moved to Old Trafford depot leaving T68A's 2001/2003 & SPV 1027 at Queens Road depot.

M5000's 3081 & 3082 have been seen on the Eccles to Ashton-under-Lyne service on the 29th April & 2nd May respectively. 3083 arrived at Queens Road depot on the 10th May where commissioning took place ready for mileage accumulation and entered public service on 6th June. 3084 arrived at Queens Road depot on Saturday 31st May.

3062, cannibalised for spares from new was seen at Cornbrook on Tuesday 2nd June indicating 'Tram on Test' again observed in public service on the Media City line on Thursday 5th June some 18 months since it was first delivered. This leaves 3013 being rebuilt after a collision with a low loader at Weaste on the Eccles line in early 2013.

Observations on the 11th June revealed the following trams:

Piccadilly Gardens: 10.15-12.15

3001/002/004/005/008/011/017/019/023/033/042/051/053/056/057/060/062/063/065-070/072-075/
077-079/081/082

Tram on Test: 3048

Driver Training: 3076.

Doubled up trams on the Bury-Altrincham route:

3009 + 012, 3014 + 026, 3015 + 035, 3018 + 022, 3020 + 021, 3034 + 044, 3037 + 041, 3045 + 052, 3047 + 058, 3049 + 061

Doubled up trams on the Rochdale-East Didsbury route:

3024 + 036, 3028 + 059, 3029 + 046, 3031 + 054, 3040 + 043

Queens Road Depot: 12.35-13.10

1027/2001/2003:3030/039/050/064+2 unidentified M5000's

Bury-Abraham Moss shuttle: 3005/007/027

Old Trafford Depot: 13.35-13.55

1007/013/014/016/020/022/023/025/026/2002/005+several unidentified T68/T68A's

3025/071/083+1 unidentified M5000

M5000's not seen 3006/010/013/016/032/038/055/080&084 including the 3 unidentified trams

PRESERVATION PHOTO SPOT

An interesting juxtaposition of three former Worcester based shunters, now at the Heritage Shunters Trust (HST), was captured at Rowsley, Peak Rail by Martin Eden during the recent Mixed Traction Gala 24-26th May 2014. The HST shunters were used to give brake rides.

What are the odds, over 40 years on, that three ex-Worcester Shunters escaped the cutters torch and are now at Rowsley. D2139 was I believe the first Diesel to be allocated to Worcester around mid 1960 although it had moved on before my interest started. *(Apart from a few weeks at Gloucester Horton Road it was allocated from new in May 1960 until withdrawal in May 1968. Moved to HST in 2002, ed)*. I did however see the other two in the early 1970's when D3000 was allocated to Worcester for a short time *(can't actually establish when it was allocated but I saw it on Worcester Depot in Aug 1972, moved to HST in 2011, ed)* and PWM654 (97654) which was the local PW shunter. This was usually out based at Newland Sidings on the line between Worcester and Malvern but was often seen passing through Worcester, dead in tow, in an Engineers train. *(New to Hookagate Rail Welding Depot on the outskirts of Shrewsbury in 1959 it moved to Newlands in Nov 1964, had a brief period in 1966 at Taunton Concrete Works then moved on in 1986 to Reading. I first saw it in Sep 1972 on Gloucester Depot. Moved to HST in 2005, ed)*.



ADVERTISEMENT – GB Bus Group (GBBG)

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FREIGHT MATTERS

WAGON UPDATES by Trevor Roots:

To allow members to keep their copy **UK Wagons** as up to date as possible, changes are provided via this spot every month. The 2014 edition is now out so please let Trevor know if you have any amendments or wish pass on any other helpful wagon information, contact details on page 2.

Balfour Beatty High Output OLE wiring sets: not previously reported two KFA wagons 95382/385 are in use between Tampers 72211 & 72213 for use on the Northwest Electrification Phase 2 contract based at Liverpool Tuebrook sidings. A further pair of KFAs 95378/383 have been extracted from storage at Long Marston for use in the GWML Electrification Factory Train.

Further to the amendments carried in the May issue the following are typos/revisions pointed out by Alex Ford:

page 76 wagon should 33.70.2797.133-6 not 133-7
page 100 the renumbering of 33.87.7797.000-9 to 016-5 should start with 33.87.7890.599-6 then continue with 600-2 etc up to 615-0
page 101 the missing 33.87.7890.599 to 610 have been re-numbered 33.87.7960.320 to 331
page 102 33.87.7898.000-7 to 116-1 have all been re-numbered to 37.80 7898.xxx-x including the ones I said delete !!!..hope that makes sense as I'm getting boggled by UIC numbering especially when it changes country.

The following has been pointed out by Pete Meyer:

page 79 23.80.4351.xxx-x and 25.80.4371.xxx-x should be 2 car vehicles not 4 and they do not have side screens

Out of Store: Thanks to Mike Rumens, Howard Craven and Ronnie Dunn for reporting seeing the following wagons out and about:

9820, 10882, 11014/090/137, 12923/58/63, 29047, 92549/609/632/633/640 93395, 100036/045/051
110201/212/0441/0697/2146/2252/2331/, 210164, 310087/157/ 160/259/278/542, 394324/784
440004/2131, 461029, 470013/016/043, 500029/115/158/164/172/175/180/191
501017/45/077/169/170/171253/254/255, 621917, 640633/651, 951032, 967528/7638
996219/6274/6278/6449/6464/6622/6661/6833/6857/7017
83.84.3523.026-6/033-2/040-7/047-2/049-8, 23.80.4375.011-5
81.70.4908.002-8/022-6/034-1/038-2/049-9/053-1/091-1/114-1/133-1/146-3/147-1/149-7
31.70.4909.164-8, 31.70.5992.034-6

Missing from UK Wagons: (page 26) 112209

New: IIA Bogie Covered Biomass Hoppers 83.70.0698.076-100

GWML Electrification Factory Train: MPV YXA 99.70.9131.011-7/013-3/014-1/18-2 plus intermediate wagons **KFA** 99.70.9131.012-5/015-8 (motorised with no cab)/016-6/017-4

Refurbished, Re-coded & Re-numbered: JMA to HKA Bogie Coal Hopper

196xx to 300604/605/607/614-616/625/626/634/636/657/663/674/675/680
with RIV nos. 82.70.6723.604-/605-5/607-/614-/615-/616-2/625-/626-/634-5/636-/657-/663-4/
674-1/675-/680-8 These 15 bring to total to 21 wagons.

Scrapped: 13514/518/521/522

57194/195/205/210/211/214/231/549, 58248/249/251/254/257/255/258-262/264/265/267/269
82206, 82730-736/739-741/743/744/746, 83160/191/197/270/782/, 85940/942/960
87173/191/484/569/590/670/672/790/874/878/888/889, 92603-609, 33.70.9382.004-7/010-4

FREIGHT NEWS

DBS has retained a new contract direct from Scottish Power to supply imported coal from Hunterston Port to Longannet PS with 60 trains per week.

GBRf is to lease 18 x 3 vehicle FWA Ecofret wagons from VTG Graff, Germany. They will take on the prototype 83.70.4521.000-7 and 17 new builds from November 2014.

Launched at the Multimodal Event on 30th April, WH Malcolm is promoting a new 50ft sized container which has 15% bigger capacity though requires a new longer road trailer.

A trial parcels service was run for TNT Express from Rugby to Euston during the night of 4/5th June by Colas Rail. Newly painted 60087 t&t 47727 and two ex-motorail coaches 96608 + 96609 were used, 96608 branded TNT. Originally 86701 was to be used but there was insufficient time to prepare it, though it is likely electric locos would be the preferred choice of a new service.



STOCK CHANGES

It is hoped that all major changes recorded below will help you keep the **UK Combine**, **Pocket Book** and **Name Directory** up to date, (numerous pool code changes will not be recorded). In order to compile as accurate and up to date list as possible, can members please pass on their observations, particularly name changes and multiple unit reformatations to the editor, **Trevor Roots**.

Misc. News: 220007 caught fire in the early hours of the 28th June at LNWR EH Depot and severely damaged two vehicles.

The initial findings on the crash involving 37198 on the GCR indicated that the runaway from Quorn to Loughborough Central was due to the handbrake not being applied. Laid up at Loughborough Central pending a decision on its future the deformed buffer is evident in the photo right, even under the tarpaulin.



New: (* due 11th July)

Locos: 68006 68007 68008
66752* 66753* 66754* 66755* 66756*

EMUS: 350368 350369 350370 350371
377702 377705

Converted EMU: (ex-Cl.460) 458533/535

Re-Numbered:

Loco: 73208 to 73965

Mk3 Coach: 40403 to 42518 41114 to 42570

Transfers:

Locos:

37714 DAV to BH 47367 NNR to MNR

50017 PVR to WH 58022 CD to CE

73208 to Brush

DMU: 55012 EVR to WEA

Coaches: 41043 Wabtec to Brush

94336/522/531 TY to BO

94106/170/433/490, 95400 MH to BO

Names:

New:

33012 *Lt Jenny Lewis RN*

43014 *The Railway Observer*

43017 *Hannahs discoverhannahs.org*

60087 *CLIC Sargent*

60091 *Barry Needham (from 60087)*

68006 *Daring* 68007 *Valiant*

68008 *Avenger* 66752 *Hoosier State*

ex-Cl.508 translator coaches:

64664 *James D Rowlands*

64707 *Sir David Rowlands*

De-named:

08663 *Jack*

37219 *Demelza*

66002 *Lafarge Quorn*

156416 *Saint Edmund*

507016 *Merseyrail – celebrating the first ten years 2003-2013*

Coaches for Scrap: (from CD)

EMR Kingsbury 94224/334/340/476

NEW STOCK - 2



above
350371
Northampton,
4th June 2014
(James Holloway)



above
377703 on 2M93 South Croydon - Milton
Keynes Central, 17.25 Bletchley,
23rd June 2014 (Mark Richards)



left 377704 (with 377703) Rugby
4th June 2014, (James Holloway)

LIVERIES



catching up with two liveries not previously recorded
top left 66751 now GBRf branded,
Decoy South Yard, Doncaster,
30th May 2014



top right 20901 in
GBRf livery, Dorridge
2nd June 2014 (James Holloway)



both firsts for their class in
Colas Rail livery
above 60087 (+47727) with
nameplate covered over,
Syty Lane, 17th June 2014
(Roger Thomas)



left 37219 in heritage
convoy, Nuneaton
16th June 2014
(Mike Rumens)



508120 in new Merseyrail yellow livery, Chester, 7th June 2014 (Martin Evans)

ICRS SALES

We have now published 10 books since 2009, 7 of which are in print and available or due for imminent release (see below). Of our smaller books, **UKRS04 UK Name Directory** will not be updated until late 2014. Books can be ordered either:

online via PayPal at **www.intercityrailwaysociety.org**

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All books, except **UKRS01 Pocket Book**, are A5 wire bound printed on 90gm paper with plastic coated covers allowing them to be laid flat.



BOOKS: (all Members receive up to 30% discount on ICRS books)

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UKRS04	UK Name Directory 2012		
UKRS09	Irish Railways 2014		
UKRS10	Ultimate Sighting File Vol.1 – Mainline Diesel Locos		
UKRS11	Ultimate Sighting File Vol.2 – Shunters, Mainline Electric & Prototype Locos		
		updated to	
		(6 th Jan14)	
		(1 st Jun14)	
		(1 st Feb14)	
		(10 th Nov11)	
		(1 st Apr14)	
		(27 th Sep13)	
		(27 th Sep13)	
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Proposed: (publication date to be confirmed)

UKRS12	Ultimate Sighting Files – Diesel Units	TBC	TBC
UKRS13	Ultimate Sighting Files – Electric Units	TBC	TBC

SUNDRIES:

Pocket Book cover	£1.50	£2.50
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